3M MICROFILM

START OF ROLL

ROLL NO.

235

CONSTRUCTION CONTRACTS

9513 #3

OREGON DEPARTMENT OF TRANSPORTATION

1982 NE Union Ave.-Ne 39th Ave. 9513
Sec. of Col. R. Hwy. in Ptld. (Gr, #3
Pav, Struc, Sign, Illum Sig.)

RR 1108 9/9/82 RR 1043 4-12-83

jc 9513

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 4-25-86

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
APR 29 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE March 19, 1986

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

N. E. Union Ave. - N. E. 39th Ave.

11. GENERAL DESCRIPTION OF WORK

Removal of silicone joint seals and replacement with compression seals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/19/86 as requested in Mr. Fredrickson's letter of 4/15/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 24 is approved to a TEC of $7,280; Federal Funds $6,188.

14. DATE 4/25/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

N

April 16, 1986

CON 5 #9855
#9513 #9854
#9594 #9621

Wood Tatum Mosser Brooke & Landis
1001 S.W. Fifth Avenue, 13th Floor
Portland, OR 97204-1129

Attention: Peter Livingston

Thank you for your letter of March 13, 1986, with attachments, stating that the following claims filed by Cascade Construction Company have been paid:

Contract No. 9513 with S. J. Groves and Sons Company in the amount of $6,975.14

Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $1,323.44

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $81,113.06

Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co., in the amount of $2,013.18.

This information will be noted in our records and we will advise the sureties and the contractors.

Please let us know when the claim against Contract No. 9621 for $12,375.61 plus interest is paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 - 116th Avenue NE
Bellevue, WA 98004

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co., JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97201

Industrial Indemnity Company
Attn: Bond Department
421 SW 6th Avenue
Portland, OR 97204

bc: Secretary of State

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
4-16-86
azm

LAW OFFICES OF
WOOD TATUM MOSSER BROOKE & LANDIS
FOUNDED 1870
1001 SOUTHWEST FIFTH AVENUE, 13TH FLOOR
PORTLAND, OREGON 97204-1129
TELEPHONE (503) 224-5430

LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
DONALD J. MORGAN
DAVID C. LANDIS
PETER G. VOORHIES
PAUL N. WONACOTT
JOE D. BAILEY
ROBERT I. SANDERS
JEFFREY E. BOLY
JOHN C. MERCER
WILLIAM P. BUREN
JOHN M. COWDEN
CRAIG C. MURPHY
KATHERINE H. O'NEIL
VICKI HOPMAN YATES
PETER LIVINGSTON
KIM JEFFERIES
BARBARA H. THOMPSON

FRED D. FAGG III
COUNSEL

ERSKINE B. WOOD
JOHN G. HOLDEN
OF COUNSEL

ERSKINE WOOD
(1879-1983)

RCA 296522
FAX 503-241-7235

March 13, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Cascade/R. A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

This office filed claims by letters dated November 4 and November 26, 1985, copies of which are enclosed. Only the claim on contract No. 9621 for $12,375.61 plus interest remains unpaid. The other claims have been paid in full.

Very truly yours,

Peter Livingston
PETER LIVINGSTON

PL/jlt
13.08/PL
Enclosures
cc: Cascade Construction
Attn: Mr. Jon E. Morris

RECEIVED
MAR 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 26, 1985

RECEIVED
MAR - 5 1986
WTMB&L

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/R.A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

Yesterday a letter was sent notifying you of certain claims. Some of the information concerning the contractors was incorrect. This letter lists the contractors correctly.

Cascade Construction Company, Inc. hereby gives notice of the following claims for materials furnished to R.A. Hatch Co.:

1. CTB and Cement

Contract No.: 9855
Project: Powell Blvd. - Heiney Road
Contractor: Railco Multi Construction, Inc.
dba Roadway Constructor's &
R.A. Hatch Co., Joint Venturers
Surety: American Insurance Company

Amount supplied:
CTB: 11,087.17 tons @ 4.50 = $49,892.27
Cement: 449.22 tons @69.50 = 31,220.79

Paid in Full 2-28-86

TOTAL AMOUNT DUE: $81,113.06

RECEIVED
MAR 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2. Asphalt Mix and Liquid Asphalt

Contract No.: 9854
Project: NW Kittridge Avenue - NW 31st Ave.
Contractor: Roadway Constructor's Corp. &
R.A. Hatch Co., Joint Venturers

Asphaltic mix: 98.794 tons @ $ 10.91 = $1,077.84
Liquid asphalt: 5.502 tons @ 170.00 = 935.34

TOTAL AMOUNT DUE: $2,013.18

Paid in Full
2-28-86

We would appreciate it if you let us know as soon as possible who the surety is on the second claim.

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade
Construction Company, Inc.

13.02/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Railco Multi Construction, Inc.
dba Roadway Constructor's Corp. &
R.A. Hatch Co., J.V.
3500 S.W. Bond Avenue
Portland, OR 97201

R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
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JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 4, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RECEIVED
MAR - 5 1986
WTMB&L

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. wishes to file the following claims for CTB and cement furnished to Hopsing Construction, Inc.:

Contract No.	Contractor	Surety	Amt. Due	Project	
1. 9513	S. J. Groves & Sons Co.	American Insurance Company	$6,975.14	N.E. Union - N.E. 39th Section of Columbia Hwy.	Paid in Full 2-13 & 2-14-86
2. 9621	S. J. Groves & Sons Co.	American Insurance Company	$12,375.61	S. Banfield Interchange - S.E. Washington St.	
3. 9594	R. A. Hatch Co.	American Insurance Company and Industrial Indemnity Company	$49,443.45	N.E. 87th Section of Columbia River Hwy.	Paid in Full 2-13 & 2-14 1986

RECEIVED
MAR 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4.	9855	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R. A. Hatch Co., JV	American Insurance Company	$1,323.44	Powell Blvd. - Heiney Road - paid in Full - 3-4-86

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade Construction
Company, Inc.

13.01/PL
11a

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company (Certified Mail)
421 S.W. Sixth Avenue
Portland, OR 97204

✓ Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
[illegible] 1986
[illegible] SERVICES
[illegible] TRANSPORTATION

STATE COPY

bi cc: OSHD (L. W. RULIEN)

cc: Metro (Harwood) TRI-MET (Higbee)
UMTA (Seattle-Davis)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 5	**COUNTY** MULTNOMAH	**DIVISION** OREGON
DATE OF REPORT 3-21-86	**REPORT MADE BY** 3-21-86 C. T. CHRISTIANSON, AREA ENGINEER		**PROJECT NO.** IX-68(LRT) UMTA-OR-23-9001
COMPLETION DATE (Actual) 5-16-84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 7-30-85	**TIME ELAPSED** 100 %	**CONTRACT TIME** 309 CONTRACT DAYS

LOCATION
LRT OVERCROSSING OF UPRR AT HOLLADAY STREET
BANFIELD LRT/FREEWAY CORRIDOR

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LRT O'XING OF UPRR
HOLLADAY STREET

This project was completed at a final cost of $1,141,702 representing an underrun of 4 percent. Construction costs at $1,023,702 underran 6 percent while engineering at $118,000 overran the original authorization by 27 percent. Engineering represents 12 percent of total construction cost.

A final inspection was made on August 9, 1984. Quality control and pay quantity records indicate substantial compliance with contract documents. By memorandum of agreement this project has been administered under FHWA/OSHD procedures and funded by UMTA/Tri-Met.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 25 '86
REFER TO Fredrickson
FOR
Info Inves R/D D.R Sign Act File

Cy
3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE Original signed by [illegible]	**SIGNATURE** [illegible]
TITLE AREA ENGINEER — **DATE** MAR 24 1986	**TITLE** FIELD OPERATIONS ENGINEER — **DATE** MAR 25 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

February 26, 1986

COM 5
#9513

Furrer & Scott
  Law Offices
P.O. Box 23414
Tigard, OR 97223

Attention: Marcia L. Jory

Thank you for your letter of February 13, 1986, on behalf of Star Rentals, Inc., stating that they have received payment in the amount of $564.06.

This was in connection with a claim filed against S. J. Groves & Sons Company Contract No. 9513 for work on the N. E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) project in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Please let us know when the remaining $3,196.26 with interest and attorney fees has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Co.
2255 116th Avenue, N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Filed 9-30-85 CL 1985 - 0167

bbc: Bryant Jackmond

FKN:jk

NOTED ON CARD
2-26-86

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

February 13, 1986

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Re: Your file nos: CON 5 - 9513

Dear Mr. Gormsen:

In reference to the above stated contract, this letter is to advise you that my client, Star Rentals, Inc. has received payment in the amount of $564.06 on contract no. 9513. According to an agreement between the subcontractor (Hopsing Construction) and my client, this is the only amount due to Star Rentals under that particular contract. After deducting this payment, the balance due and owing on Star Rentals' claim is $3,196.26, with interest and attorney's fees thereon as allowed by law.

It is anticipated that further payments will be received on this matter soon. I will advise your office of any such payments.

Very truly yours,

Marcia L. Jory

MLJ:kd
cc Star Rentals, Inc.

RECEIVED
[illegible] 1986

15

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: January 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-68(5)

Contract 9513, Work Completed 9-6-85

Project NE Union Ave.-39th Ave.

Highway Columbia River

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 12/5/85

G. K. Hassun
for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
FEB 4 '86
REFER TO
FOR
Info Inves R/D O.K Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
JAN 2[illegible] 198[illegible]
[illegible]

734-2023 (2-85)

8

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10030

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 13, 1985
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
N. E. Union Ave. - N. E. 39th Ave.

11. GENERAL DESCRIPTION OF WORK
Traffic control for lane closures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9-13-85 as requested in Mr. Fredrickson's letter of 1-8-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 23 is approved to a TEC of $7,500; Federal Funds $6,375.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 1/24

14. DATE 1/23/86
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1515

OSHD CONTRACTS

BANFIELD TRANSITWAY PROJECT

#9513	Union-39th Avenue	S. J. Groves & Sons Co. El Dorado, CA	$27,581,766.00
#9549	Building Demolition	R. A. Gray Tigard, OR	38,258.50
#9594	39th-87th Avenue	R. A. Hatch Bend, OR	29,270,186.00
#9621	S. Banfield Interchange-S.E. Washington Street	S. J. Groves & Sons El Dorado, CA	15,292,497.00
#9668	LRT O-Xing (Holladay St.)	S. J. Groves & Sons El Dorado, CA	1,041,913.00
#9748	Steel Bridge & Ramps	Donald M. Drake Portland, OR	7,793,569.31

Other work including trackwork, electrification, transit stations, landscaping, etc., was contracted by other agencies; ie., Tri-Met, City of Portland, Multnomah County, etc.

Prepared by Pat Patterson
Construction Section
1-6-86

R. N. BOTHMAN

1513

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NE Union Ave.-NE 39th Ave.

WEEK ENDING: January 9, 1986

SECTION PREFIX: C09513/000

HIGHWAY: Columbia River

COUNTY: Multnomah

NAME OF JOB: Banfield Transitway

KIND OF WORK: Grading, paving, structures, signing, illumination, and signals

CONTRACTOR: S. J. Groves & Sons Company

CONTRACT NUMBER: 9513

FEDERAL AID PROJECT NUMBER: IX-68(5)

DATE OF CONTRACT: July 8, 1982

DATE WORK STARTED: July 20, 1982

ESTIMATED COMPLETION DATE: November 15, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 1011

CALENDAR DAYS USED: 1145

SPECIFIED COMPLETION DATE: LRT line - October 24, 1984

PERCENT OF TIME ELAPSED: 116%

PROJECT AUTHORIZATION: $ 33,079,730.50

EXCLUSIVE OF ENGINEERING: $ 29,739,730.00

ENGINEERING AUTHORIZATION: $ 3,340,000.

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,740,000.00

ENGINEERING COST TO DATE: $ 3,348,000.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 99 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE					Signing	Illum.& Signs.
100%	100%					100%	100%

		General Ex.	Base Agg,CTB,ATB	Reinf.Conc. Paving	Asph.Conc. Paving	
MILES IN PROJECT	2.11					
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)		208,300 CY	75,000 T	29,505 CY	48,500 T	
TOTAL QUANTITIES CORRECTED TO DATE		217,600 CY	79,750 T	32,050 CY	35,000 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		217,600 CY	79,750 T	32,050 CY	35,000 T	
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	21st.Ave.	28th.Ave.	Doernbeck	33rd.Ave.	Sandy	39th.Ave.		
PERCENT	100%	100%	100%	100%	100%	100%		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1/5		0		
MONDAY 1/6		0		
TUESDAY 1/7		0		
WEDNESDAY 1/8		0		
THURSDAY 1/9		0		
FRIDAY 1/3		0		
SATURDAY 1/4		0		

RECEIVED
JAN 13 1986
CONSTRUCTION SECTION
CE AE
COE
OE
CA
CAM
EEO
SA
FE
PQC
CEE
FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1/5	No activity
1/6 MONDAY	No activity
1/7 TUESDAY	No activity
1/8 WEDNESDAY	No activity
1/9 THURSDAY	No activity
1/3 FRIDAY	No activity
1/4 SATURDAY	No activity

REMARKS

Project engineering staff working on semi-final estimate
and test-result summary.

SIGNED ____________ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP•F216

CL 1985-0194
9513

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 26, 1985

CON 5
#9513 IN REPLY REFER TO FILE NO.:

Goldie Gentle Construction, Inc.
5241 NE 39th Avenue
Portland, OR 97220

This will acknowledge your letter of October 21, 1985, addressed to the Contracting Division filing a claim on the following Highway Division contract. This corrects a claim amount from $15,605.60 to $18,871.97 which was filed previously.

FILED BY: Goldie Gentle Construction, Inc.

AMOUNT: $18,871.97

FOR: Material

AGAINST (Prime contractor): S. J. Groves & Sons Company

SUBCONTRACTOR: Hopsing Construction, Inc.

CONTRACT NO.: 9513

PROJECT: N.E. Union Avenue-N.E. 39th Avenue
(Banfield Light Rail Project)
Columbia River Highway
Multnomah County

SURETY: The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue, N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Claim correction of #CL1985-0194 filed 10-28-85.

NOTED ON CARD
5/21/86 CB

Goldie Gentle
CONSTRUCTION, INC.
5241 N. E. 89th Ave.
PORTLAND, OREGON 97220
255-0718

October 21, 1985

OREGON DEPT. OF TRANSPORTATION
CONTRACTING DIVISION
1158 Chemeketa Street
Salem, Oregon 97310

Attn: BRUCE WALTON

Re: Banfield/Union to 39th OSHD # 9513

Dear Sir,

We are a subcontractor on the above named Project, working for HOPSING CONSTRUCTION INC., prime contractor S. J. GROVES & SONS. We have not been paid for work on the project since the April 1985 estimate. Total owing us is as follows:

Bid Item	89 Walks 2,805.9 s.y. @ $9.45 s. y.	$26,515.76
	90 Drives 260 s.y. @ $14.00 s. y.	3,640.00
	91 4" Surf. 2,591 s.y. @ $9.00 s. y.	23,319.00
	93 Curbs 7,353.1 l.f. @ $390 l. f.	28,677.09
	95 B-1 Curbs 6,031.2 l.f. @ $3.90 l. f.	23,521.68
	96 G-1 Curbs 214.8 l. f. @ $4.50 l. f.	966.60
	EWO 1511. 151 l. f. curb (lump sum)	696.69
	Total Earned	$107,336.82 *
	Less Backcharges (concrete)	5,672.50
	Less Previous Payments	82,792.35
	Amount Due	$18,871.97 *

Quantities may vary slightly when final estimate is computed.
* These figures include retainage.

We hereby make demand for money due us on the Payment and Performance Bond(s) provided on this Project. We have previously made demand to the Bonding Company and Agent.

GOLDIE GENTLE CONSTRUCTION INC.
by William A. Gentle
William A. Gentle, President

CC: HOPSING CONSTRUCTION INC.
S. J. GROVES & SONS

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9513
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

IN REPLY REFER TO
FILE NO.:
CON 5 - 9594 noted
9621 noted
9513 noted

Furrer & Scott
Law Offices
P. O. Box 23414
Tigard, OR 97223

Attention: Marcia Jory

Thank you for your letter of October 22 advising that your client, Star Rentals, Inc., has received a partial payment in the amount of $1,250.85.

This was in reference to claims against Contract Nos. 9594, 9621, and 9513.

This information will be noted in our records. Please advise us when the remaining $3,760.32, plus interest, has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch
P. O. Box 6179
Bend, OR 97708

S. J. Groves & Sons Company
2255 116th Ave., N. E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Industrial Indemnity Co.
Attn: Bond Dept.
421 S. W. Sixth Avenue
Portland, OR 97204

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: ~~Secretary of State:~~ Filed 9-30-85. CL 1985-0167.

NOTED ON CARD
5/21/86 CS

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

October 22, 1985

Robert Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File Nos.: CON 5, No. 9594, No. 9621, No. 9513

Dear Mr. Gormsen:

In reference to the above-stated matters, this letter is to advise you that my client has received a partial payment in the amount of $1,250.85 on this project. That leaves due and owing a balance of $3,760.32 with interest thereon as allowed by law.

If further payments are received on this matter, I will advise your offices.

Very truly yours,

MLJory

Marcia L. Jory

MLJ/b
cc: Star Rents, Inc.

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY ADMINISTRATION
RECEIVED
OCT 23 1985
☐ M ☐ AM ☐ ADM ☐ [illegible] ☐ CA ☐ PS
☐ PMS ☐ AS ☐ CL ☐ OS ☐ TA ☐ [illegible]

CL1985-0218
9513

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

In Reply Refer To
File No.:

CON 5 - 9513 noted 5/6/86 fw
9621 noted 3-3-86 ce
9594 noted 5/6/86 fw
9855 noted 5/6/86 fw

Wood, Tatum, Mosser, Brooke & Holden
Law Offices
1001 Southwest Fifth Avenue, Suite 1300
Portland, OR 97204

This will acknowledge your letter dated November 4, 1985, signed by John Mosser, Secretary of Cascade Construction Company, Inc., filing claims against the following Highway Division contracts:

FILED BY:	Cascade Construction Company, Inc.
FOR:	Material
SUBCONTRACTOR:	Hopsing Construction, Inc.
Contract No.:	9513
Prime Contractor:	S. J. Groves & Sons Company
Project:	N.E. Union Ave.-N.E. 39th Ave. (Banfield Light Rail) Columbia River Highway Multnomah County
Amount:	$6,975.14
Surety:	The American Insurance Co.
Contract No.:	9621
Prime Contractor:	S. J. Groves & Sons Company
Project:	S. Banfield Interchange-S.E. Washington St. East Portland Freeway Multnomah County
Amount:	$12,375.61
Surety:	The American Insurance Co.
Contract No.:	9594
Prime Contractor:	R. A. Hatch Co. N. E. 39th Ave.-N.E. 87th Ave. (Banfield Transitway) Columbia River Highway Multnomah County
Amount:	$49,443.45
Sureties:	The American Insurance Co. and Industrial Indemnity Co
Agent:	Corroon and Black of Oregon

NOTED ON CARD
2-18-86 cc

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contract No.: 9855
Prime Contractor: Railco Multi Construction, Inc. dba Roadway Constructors Corporation, and R. A. Hatch Co., a JV
Project: Powell Boulevard-Heiney Road Sec.
FAU 9867
Multnomah County
Amount: $1,323.44
Surety: The American Insurance Co.
Agent: Corroon and Black of Oregon

We will advise the sureties and the prime contractors of the receipt of these claims. We will also forward the claims to the Secretary of State for filing.

Please advise this office when your client's claims have been paid.

[illegible] SIGNED
[illegible] GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Cascade Construction Company, Inc.
Attn: John Mosser, Secretary
P. O. Box 4267
Portland, OR 97208

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Industrial Indemnity Co.
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

Roadway Constructors Corp.
3500 S. W. Bond Avenue
Portland, OR 97201

S. J. Groves & Sons Company
2255 116th Ave., N. E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc:✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 4, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. wishes to file the following claims for CTB and cement furnished to Hopsing Construction, Inc.:

Contract No.	Contractor	Surety	Amt. Due	Project
1. 9513	S. J. Groves & Sons Co.	American Insurance Company	$6,975.14	N.E. Union - N.E. 39th Section of Columbia Hwy.
2. 9621	S. J. Groves & Sons Co.	American Insurance Company	$12,375.61	S. Banfield Interchange - S.E. Washington St.
3. 9594	R. A. Hatch Co.	American Insurance Company and Industrial Indemnity Company	$49,443.45	N.E. 87th Section of Columbia River Hwy.

4.	9855	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R. A. Hatch Co., JV	American Insurance Company	$1,323.44	Powell Blvd. - Heiney Road

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade Construction
Company, Inc.

13.01/PL
11a

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company (Certified Mail)
421 S.W. Sixth Avenue
Portland, OR 97204

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0202

9513.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

IN REPLY REFER TO FILE NO.: CON 5 - 9513

Standard Paving
P. O. Box 7428
Eugene, OR 97401

Attention: Richard E. Wildish
President

This will acknowledge your Notice of Claim dated October 29, 1985, against the following Highway Division contract:

FILED BY:	Standard Paving
AMOUNT:	$75,539.53 plus interest
FOR:	Equipment rental, labor and equipment provided
AGAINST (Prime contractor)	S. J. Groves & Sons Company
SUBCONTRACTOR:	Hopsing Construction
CONTRACT NO.:	9513
PROJECT:	N. E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Columbia River Highway Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Ave., N. E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM ON BOND

(ORS 279.528)

TO: The Honorable Barbara Roberts
Secretary of State
136 State Capitol Building
Salem, Oregon 97310

AND: S. J. Groves & Sons Co.
1040 N.E. 92nd
Portland, Oregon 97220

DATE: October 29, 1985

RE: Oregon Department of Transportation
Oregon State Highway Division
Project No. 9513

NOTICE IS HEREBY GIVEN that the undersigned, Sauble Landscaping, Inc., an Illinois corporation, dba Standard Paving, has a claim for equipment rental, labor and equipment provided Hopsing Construction in the sum of $75,539.53, plus interest through October 31, 1985, in the amount of $15,303.21. The per diem interest charge from November 1 on is $50.36. This claim is against the bond taken from S. J. Groves & Sons Co. as Principal and The American Insurance Co. as Surety for the work of construction of the N.E. Union Avenue to N.E. 39th Avenue Section of the Columbia River Highway (Banfield Light Rail).

Standard Paving
P. O. Box 7428
Eugene, Oregon 97401

By: ______________________
Richard E. Wildish, President

cc: Robert W. Gormsen
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Hopsing Construction
P. O. Box 12734
Salem, Oregon 97309

RECEIVED
OCT 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL.1985-0189
9513

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 20 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

Miller, Nash, Wiener, Hager & Carlsen
111 S.W. Fifth Avenue
Portland, OR 97204-3699

CON 5
#9513

IN REPLY REFER TO
FILE NO.:

Attention: Louis G. Henry

This will acknowledge your letter of October 22, 1985, with attached Notice of Claim from Ash Grove Cement West, Inc., against the following Highway Division contract:

FILED BY:	Ash Grove Cement West, Inc.
AMOUNT:	$43,750
FOR:	Material
AGAINST (Prime contractor):	S. J. Groves & Sons Company
SUBCONTRACTOR:	Hopsing Construction, Inc.
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Columbia River Highway Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
5/21/86 CB

Please advise this office when your client's claim has been paid.

As requested in your letter, attached is the completed post card.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
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LOUIS B. LIVINGSTON

G. TODD NORVELL
PETER C. RICHTER
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RICHARD A. CANADAY
RICHARD A. CANTLIN
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
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JOHN A. LUSKY
STEVEN O. ROSEN
KEVIN D. PADRICK
JOHN W. OSBURN
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD P. BOURGEOIS

TELEPHONE (503) 224-5858
TELEX 364462 KINGMAR PTL
TELECOPY (503) 224-0155

COUNSEL
JOHN D. BURNS

OF COUNSEL
GRANT T. ANDERSON

MARK A. ANDERSON
JEFFREY D. AUSTIN
SYBIL R. BARRIER
PAUL BLAYLOCK, M.D.
RECE BLY
HARRY U. BROD
DAVID W. BROWN
STEPHEN K. BUSHONG
GREGORY A. CHAIMOV
BRIAN B. DOHERTY
JEFFREY J. DRUCKMAN
JAMES F. DULCICH
MELINDA S. EDEN
KATHRYN D. FEWELL
MARGARET FIORINO
C. EDWARD FLETCHER, III
JONATHON L. GOODLING
DAVID M. GROGAN
STEVEN M. HEDBERG
LOUIS G. HENRY
DAVID W. HERCHER

FRED M. ISAACS
GENE D. KENNEDY
VICTORIA J. KRISCH
THOMAS E. LINDLEY
ELIZABETH C. MADSEN
LINDA L. MARSHALL
MICHAEL W. MELTZER
JEFFREY S. MERRICK
ERICH W. MERRILL, JR.
P. CONOVER MICKIEWICZ
D. CRAIG MIKKELSEN
JEFFREY B. MILLNER
EVERETT R. MORELAND
JERRY R. PARKINSON
JOHN F. PURCELL
MAUREEN R. SLOANE
JEFFREY C. THEDE
WILLIAM H. WALTERS
REBECCA S. WILSON
DAVID WU

October 22, 1985

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Subject: Claim of Ash Grove Cement West, Inc., for materials supplied to Hopsing Construction, Inc., on State of Oregon, Department of Transportation, Contract No. 9513

Gentlemen:

We are the attorneys for Ash Grove Cement West, Inc.

Enclosed for filing with the State of Oregon, Department of Transportation, is Ash Grove Cement West, Inc.'s notice of claim in connection with the subject matter. Please let us know the date on which the notice of claim is filed by completing the enclosed postcard and returning the postcard to us.

Very truly yours,

Louis G. Henry

Louis G. Henry

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc w/enc: Hopsing Construction, Inc.
S. J. Groves & Sons Company
The American Insurance Company
Industrial Indemnity Company

NOTICE OF CLAIM

To: State of Oregon, Department of Transportation

Notice hereby is given, pursuant to ORS 279.526, that Ash Grove Cement West, Inc., has a claim for cement furnished by Ash Grove Cement West, Inc., to Hopsing Construction, Inc., in the sum of $43,750 against the bond taken from S. J. Groves & Sons Company, general contractor, as principal, and The American Insurance Company, as surety, for the work of the N.E. Union Avenue - N.E. 39th Avenue Section of the Columbia River Highway in Multnomah County, Oregon, which is known as State of Oregon, Department of Transportation, contract no. 9513.

DATED this 22nd day of October, 1985.

ASH GROVE CEMENT WEST, INC.
111 S.E. Madison Street
Portland, Oregon 97214

By________________________
Title Asst Secretary

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
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TELEPHONE (503) 224-5858
TELEX 364462 KINGMAR PTL
TELECOPY (503) 224-0155

COUNSEL
JOHN D. BURNS

OF COUNSEL
GRANT T. ANDERSON

MARK A. ANDERSON
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JOHN F. PURCELL
MAUREEN R. SLOANE
JEFFREY C. THEDE
WILLIAM H. WALTERS
REBECCA S. WILSON
DAVID WU

October 22, 1985

Oregon Secretary of State
143 State Capitol Building
Salem, Oregon 97310

Attention: Public Records

Subject: Claim of Ash Grove Cement West, Inc., for materials supplied to Hopsing Construction, Inc., on State of Oregon, Department of Transportation, Contract No. 9513

Gentlemen:

We are the attorneys for Ash Grove Cement West, Inc.

Enclosed for filing with the Oregon Secretary of State is Ash Grove Cement West, Inc.'s notice of claim in connection with the subject matter. Please let us know the date on which the notice of claim is filed by completing the enclosed postcard and returning the postcard to us.

Very truly yours,

Louis G. Henry

Louis G. Henry

cc w/enc:
Hopsing Construction, Inc.
S. J. Groves & Sons Company
The American Insurance Company
Industrial Indemnity Company
State of Oregon, Department of Transportation

RECEIVED
OCT 23 1985

NOTICE OF CLAIM

To: Oregon Secretary of State

Notice hereby is given, pursuant to ORS 279.526, that Ash Grove Cement West, Inc., has a claim for cement furnished by Ash Grove Cement West, Inc., to Hopsing Construction, Inc., in the sum of $43,750 against the bond taken from S. J. Groves & Sons Company, general contractor, as principal, and The American Insurance Company, as surety, for the work of the N.E. Union Avenue - N.E. 39th Avenue Section of the Columbia River Highway in Multnomah County, Oregon, which is known as State of Oregon, Department of Transportation, contract no. 9513.

DATED this 22nd day of October, 1985.

ASH GROVE CEMENT WEST, INC.
111 S.E. Madison Street
Portland, Oregon 97214

By____________________
Title Asst Secretary

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9513 CL 1985-0194

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 28 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 24, 1985

IN REPLY REFER TO FILE NO.: CON 5
#9513

Goldie Gentle Construction, Inc.
5241 N.E. 89th Avenue
Portland, OR 97220

This will acknowledge a copy of a letter dated September 23, 1985, to Firemans Fund Insurance Companies filing a claim against the following Highway Division contract:

FILED BY:	Goldie Gentle Construction Inc.
AMOUNT:	$15,605.60
AGAINST (Prime contractor):	S. J. Groves & Sons Company
SUBCONTRACTOR:	Hopsing Construction Inc.
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Columbia River Highway Multnomah County
SURETY:	The American Insurance Co.

NOTED ON CARD
11-19-85 Bd

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, Oregon 97310) when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Goldie Gentle
CONSTRUCTION, INC.
5241 N. E. 89th Ave.
PORTLAND, OREGON 97220
255-0718

RECEIVED
SEP 25 1985
HAROLD E. BRODERICK
Project Manager

September 23, 1985

FIREMANS FUND INSURANCE COMPANIES
P. O. BOX 3825
PORTLAND, OREGON 97208

Attn: Dean Beck - Bond Manager

Dear Sir,

We are making claim for payment on OSHD Contract #9513 Union to 39th (Banfield) in the amount of $15,605.60. This includes monthly estimates for May, June, July & August; the amount was obtained from the OSHD Resident Engineer's office. This figure may change slightly as final quanities are worked out for this Project. This claim is made against the Payment and Performance Bond issued by the American Insurance Company, for S. J. Groves & Sons. Our work was done with Hoping Constr. Inc.

GOLDIE GENTLE CONSTRUCTION INC.
BY William A. Gentle
William A. Gentle
President

CC: HAROLD BRODERICK, Res. Engr.
S. J. Groves & Sons

N.E. UNION AVENUE-39TH AVENUE (PORTLAND)
COLUMBIA RIVER HIGHWAY
CONTRACT #9513 PREFIX #26-1021
FAP IX-68(5)
(BANFIELD TRANSITWAY)

RECEIVED
OCT 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ENV 3

RECEIVED
STATE HWY ENGR
OCT 24 '85
REFER TO
FOR
Info | Inves | R/D | D/R

DATE: October 23, 1985

TO: E. S. Hunter
Assistant State Highway Engineer

FROM: Cam Gilmour, Manager
Environmental Section Cam

SUBJECT: Banfield Transitway
N.E. 31st Avenue - N.E. 33rd Avenue (South)
Multnomah County

The attached noise study report is in response to noise complaints received by the Department. The consultant prepared FEIS identified three impacted residences in this area. A sound wall was considered to mitigate the three impacts. Mitigation was not recommended because the sound wall was estimated to cost $180,000 and had a cost effectiveness of $6,000 per dBA reduction per residence.

Eight residences have now been identified as being impacted as they have predicted noise levels of LEQ 67-70 dBA. A sound wall six to nine feet high and 700 feet long could reduce noise levels at the impacted residences by an average of 5 dBA. This wall would reduce noise levels to LEQ 61-69 dBA, thus mitigating seven of the eight impacted residences. The cost of this wall is estimated to be $100,000 with a cost-effectiveness of $2,900.

Construction of this sound wall is justified considering:

1. In addition to reducing noise levels at the eight impacted residences by an average of 5 dBA, five nonimpacted residences will received noise level reductions of 3-4 dBA.

2. Including nonimpacted residences that receive a noticeable reduction in noise levels, the cost effectiveness is $1,900 per dBA reduction per residence. (The maximum cost effectiveness to date for a sound wall constructed for the Banfield Transitway has been $2,610 per dBA reduction per residence).

3. Other residential areas nearby have had sound walls approved and constructed.

4. This section of the Banfield Transitway still has an open contract. It would be expedient to mitigate noise impacts and resolve public complaints under the current project.

It is recommended that this sound wall be included in the Banfield Transitway Project.

APPROVED

Cam ES Hunter
E. S. Hunter

Date 10-25-85

CG:SL:gu

Attachment

-125-1367

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 239-8613
Date: October 23, 1985

File No: 9513
9594
9621

Cont 4/13

TO: ROBERT GORMSEN, Manager
Commission Services Section

Harold E Broderick

FROM: HAROLD E. BRODERICK
Project Manager

SUBJECT: NE Union Ave.-NE 39th Ave. Sec.
Columbia River Highway
Contract No. 9513
STANDARD PAVING DEMAND FOR PAYMENT

Attached is a letter from Allen, Kolmer, Schrader, Yazbec, & Chenoweth, attorneys for Standard Paving, demanding payment for work associated with three paving projects on the Banfield Freeway, to Hopsing Construction.

attachment

ebg

xc: Bruce Walton
A. C. Harwood

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

No action nec.
inf only

8

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
ATTORNEYS AND COUNSELORS
A PROFESSIONAL CORPORATION

SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

PORTLAND OFFICE
1650 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
503-224-0055

October 19, 1985

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
OCT 21 1985
Noted ☐☐☐☐☐☐ 5513.04

CERTIFIED - RETURN RECEIPT REQUESTED

COPY FOR YOUR INFORMATION
FROM CHARLES SCHRADER

Hopsing Construction
P. O. Box 1346
Tualatin, Oregon 97662

Re: Demand Letter on behalf of Standard Paving

Gentlemen:

Sauble Landscaping, Inc. dba Standard Paving (Standard Paving) has asked this firm to represent it in connection with certain past-due amounts owed by Hopsing Construction to Standard Paving for work associated with three paving projects on the Banfield Freeway.

We are informed that the following represents the total amount due Standard Paving under the purchase agreements issued it by Hopsing Construction as allocated between the three projects:

Prime Contractor:	S. J. Groves	R. A. Hatch Co.	S. J. Groves
OSHD Project No.:	9513	9594	9621
Original P.O.Amt.:	$32,309.43	$117,215.07	$74,980.50
Adjustments as of July 31, 1985:	37,826.60	(5,281.60)	(7,824.60)
Sub-total	$70,136.03	$111,933.47	$67,155.90
Interest 1/1/85 to 10/31/85:	11,458.41	18,287.03	10,971.54
Sub-total	$81,594.44	$130,220.50	$78,127.44
Misc.Billings:	1,403.50	1,403.52	1,403.50
Total Due:	$82,997.94	$131,624.02	$79,530.94

Demand is hereby made for payment in full of the total of the above amounts, which is $294,152.90, by October 31, 1985. If payment is not so made, we have been instructed to a file claim on the

RECEIVED
OCT 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

xc - Commission Services V
Metro Region

info only
[illegible]

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*OREGON AND WASHINGTON BARS

payment bonds of the contractors on the three projects and then file suit to recover the amount due including statutorily granted attorney fees.

By way of settlement and compromise, and for no other purpose, Standard Paving will accept a cashier's check payable to Standard Paving in the amount of $249,225.40 (which is the total due less interest) in care of this office as full satisfaction of these claims provided such payment is received by the close of business on Friday, October 25, 1985. If such payment is not made, this offer of settlement and compromise is withdrawn as of 5:01 p.m. October 25, 1985.

We recommend that you consult with your attorney regarding this letter. If you choose not to consult with an attorney, we are prepared to discuss this matter with you in greater detail. We know that Standard Paving feels it is unfortunate that it found it necessary to request our assistance in this matter. However, it clearly has been wronged and it is essential that their claims be promptly resolved to their satisfaction. Its damages increase as each day passes. We trust that you will respond accordingly.

Very truly yours,

CRSchrader

Charles R. Schrader

jcc

cc: Addressee (by Regular Mail)
Standard Paving
S. J. Groves & Sons Co.
R. A. Hatch Co.
Levi J. Smith, Esq.
The American Insurance Co.
Industrial Indemnity Company
Harold E. Broderick, ODOT
David L. Jones, ODOT
James McNamee, ODOt

RECEIVED
OCT 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9513 . CL 1985-0188

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 22 1985
BARBARA ROBERTS
RETARY OF STATE

October 21, 1985

J. Bergeson Trucking
1502 S.E. 84th
Portland, OR 97216

IN REPLY REFER TO FILE NO.:
CON 5
#9513

This will acknowledge your letter of September 26, 1985, with attached Daily Time Sheet filing a claim against the following Highway Division contract:

FILED BY: J. Bergeson Trucking

AMOUNT: $400

FOR: Hours worked

AGAINST (Prime contractor): S. J. Groves & Sons Company

SUBCONTRACTOR: Gene Bear

CONTRACT NO.: 9513

PROJECT: N.E. Union Ave.-N.E. 39th Ave.
(Banfield Light Rail),
Columbia River Highway,
Multnomah County

NOTED ON CARD
11-19-85 BK

SURETY: The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

September 26, 1985

Commission Transport Services
121 Transport Services Building
Salem, Oregon 97310

Attention: Robert Garmsen

#9513

Re: Banfield Freeway Project - 33rd Street Westbound

Dear Mr. Garmsen:

On June 26, 1985, my husband Jerry Bergeson who is an independent Contractor working under PUC Authority No. 10292 worked an eight hour shift on the Banfield Freeway at 33rd street westbound. He was hired by Gene Bear who is a subcontractor for Groves Construction. I billed Mr. Bear on July 17, 1985 for the total amount of $400. Todate we have not received payment. I have spoken with Groves Construction and have been told that our check has been issued but is being held until the Justice Department have finished their investigation and have released them from any liability.

I was instructed by Harold Brodericks office to write to you and make a claim for the amount due. Please let me know what we must do to collect our money.

Very truly yours,

J. BERGESON TRUCKING

Judith A Bergeson

Judith A. Bergeson

Enclosure

cc: Harold Broderick

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DAILY TIME SHEET

Telephone 256-9744 4336

ENDING MILEAGE 89538 Name J. Bergeson Trucking

BEGIN MILEAGE 89417 Address 1502 SE 84th

FUEL " City Ptld State Or Zip 97216

Driver Jerry Bergeson Date 6-26-85

Truck No. 111 Trailer No. 114 Capacity 20 ton/[✓ yard]

Rate $ 50.00 [✓ per hour] / ton / yard / other

Contractor or Employer Graves

Address

City

Job Location

Time Started 800 Lunch no lunch Time Finished 400

Down Time Driver's Time

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
1"–	Cascade	33 + BurnSide	𝍸	
			𝍸	
			||||	
Driver's Signature J.J. Bergeson		TOTALS	14	8

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statues, Chapter 87'.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below. *Not responsible for damage behind curb line.*

Signature H. Norgard

WHITE - Original YELLOW - Billing PINK - Driver GOLDENROD - Job

153 CL1985-0167

files

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 30 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 27, 1985

IN REPLY REFER TO FILE NO.:

CON 5
#9594
#9621
#9513

Furrer & Scott
Law Offices
P.O. Box 23414
Tigard, OR 97223

Attn: Marcia L. Jory

This will acknowledge your letter of September 20, 1985, on behalf of Star Rentals, Inc., filing a claim against the following Highway Division contracts:

FILED BY:	Star Rentals, Inc.
AMOUNT:	$5,011.17
FOR:	Equipment rental
AGAINST (Prime Contractors):	R. A. Hatch Co., Contract No. 9594, N.E. 39th Avenue-N.E. 87th Avenue Banfield Transitway Project S. J. Groves & Sons Company, Contract No. 9621, S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway, S. J. Groves & Sons Company, Contract No. 9513, N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project
SUBCONTRACTOR:	Hopsing Constr. Inc.
SURETIES:	The American Insurance Company and Industrial Indemnity Company
AGENT:	Corroon and Black of Oregon

NOTED ON CARD
11-12-85 ac

COPY

We will advise the sureties and the prime contractors of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

As this information is filed separately by contract number, in the future, it would be helpful if the claim amount could be broken down by individual contracts.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

S. J. Groves & Sons Company
2255 116th Ave. N.E.
Bellevue, WA 98004

RECEIVED
OCT 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9165 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

September 20, 1985

State of Oregon
Department of Transportation
Room 121
Transportation Building
Salem, Oregon 97301

ATTENTION: Robert Gormsen, Commission Services

Re: Project: Banfield Light Rail Project
Claimant: Star Rentals, Inc.
Amount: $5,011.17
For: Equipment Rental

Dear Mr. Gormsen:

Pursuant to our telephone conversation this date, please file a notice of claim on behalf of our client, Star Rentals, Inc., in the above-referenced amount on each of the following ODOT projects:

1. ODOT #9621
   General Contractor: S.J. Groves & Sons;
2. ODOT #9594
   General Contractor: R.A. Hatch; and
3. ODOT #9513
   General Contractor: S.J. Groves & Sons.

Subcontractor:
Hopsing Constr. Inc.
Per: Marcia
Jory-

I have available in my office all of my client's invoices relating to this claim, which invoices total the claimed amount. As these invoices cover an extended period of time (May, 1984 to June, 1985), my client does not know precisely on which projects its equipment was used during the period of rental.

I will appreciate your preparing the requisite claims as soon as possible and filing them with the Secretary of State's office and the prime contractors. As there is some urgency in having these claims filed, please have these claims completed and out by Wednesday, September 26, 1985.

Please call if you have any questions or need additional information.

Very truly yours,

MLJory

Marcia L. Jory

MLJ/smn
cc: Star Rentals, Inc.

9513 FLA 8

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) Banf

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 9-24-85

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Copy

7. DATE AUTHORIZATION EFFECTIVE October 20, 1984

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION

N. E. Union - N. E. 87th (Banfield)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter of 9-16-85 this will confirm the advance approval date of 10-20-84 contingent upon modification of Project Agreement if additional funds are required to proceed with the acutual adjustments to PGE street light relocation on an actual cost basis estimated to be $942.59 - F. F. $801.00.

The Agreement with Portland General Electric Co. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
SEP 25 '85
REFER TO Potter
FOR

Info	Invos	R/D	D/R	Sign	Act	File

Orig to 9/25

14. DATE 9/24/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 17, 1985

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen, Commission Servicer

Cascade has furnished CTB and cement to Hopsing Construction, Inc. for four OSHD projects which are listed below. Payment is long past due and I wish to notify the general contractors involved and their surety companies. Would you please furnish that information to me for the following projects:

(contractor) (surety)

(1) OSHD #9513 - S. J. Groves & Sons Company - The American Insurance Co.
N.E. Union - N.E. 39th section of Columbia Highway

(2) OSHD #9621 - S. J. Groves & Sons Company - The American Insurance Co.
S. Banfield Interchange - S.E. Washington Street

(3) OSHD #9594 - R. A. Hatch Co. - The American Insurance Co. & Industrial Indemnity Co.
N.E. 87th section of Columbia River Highway

(4) OSHD #9855 - Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co., JV - The American Insurance Company
Powell Blvd - Heiney Road

I appreciate your assistance.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:lsr

cc: Hopsing Construction, Inc.
P.O. Box 1346
Tualatin, OR 97062

9/25/85
Ret. to contractor
fw

RECEIVED
[illegible]
COMMISSION
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

#9513

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 16, 1985

RECEIVED
STATE HWY ENGR
SEP 18 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Street Light Relocation
Portland General Electric Co.
N.E. Union Ave. - N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here are copies of invoices from Portland General Electric (PGE) for the cost to remove and replace street lighting facilities and sketches showing the relocations at N.E. 21st Avenue and N.E. 28th Avenue.

A certification prepared by Richard L. Fleming as to PGE's rights to reimbursement is in our files.

The conflict was not originally anticipated, therefore, the City of Portland and PGE were advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the final cost invoices submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities occupy city street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of the City's lighting facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 20, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $942.59 and will be covered by OFW No. 49.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

9513

PLA 8

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U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) Banf

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

RECEIVED
STATE HWY ENGR
AUG 20 '85
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 3, 1984

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

N. E. Union - N. E. 87th (Banfield)

11. GENERAL DESCRIPTION OF WORK

Corrected authorization date.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 8-14-85 and based on documentation submitted, the authorization date to proceed with inspection work on the 48 inch water main by the City of Portland, Bureau of Water Works is corrected to read 2-3-84.

14. DATE 8/19/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

8

4513

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-2-85

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

N. E. Union Ave. - 39th Ave.

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Fredrickson's letter of 7-18-85, this will confirm the date of 5-2-85 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $25,000 - Federal Funds $20,000 (SFO#22) Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 7/29/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 3, 1985

In Reply Refer to File No.:
CON 5

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

CC 6d

SUBJECT: Request for Increase in Project Authorization
NE Union Ave.-NE 39th Ave. Section
Columbia River Highway, Multnomah County
Contract No. 9513

This Interstate Transfer contract on the Banfield Transitway Project is nearly finished with completion anticipated in November, 1985. It now appears that the final cost will exceed the project authorization by $1,597,000 or 5.1 percent.

The thickness of the concrete pavement was increased from ten inches to eleven inches at the request of the Federal Highway Administration. The greater thickness will provide additional strength and durability, thus resulting in extended pavement life. In addition, several revisions to retaining walls were required throughout the project in order to accommodate field conditions which were not apparent to designers who were working from aerial photographs in designing the project. These changes added more than $590,000 to the cost of the project.

Added work and delays have extended the anticipated completion date by nearly a year from that specified in the contract. This has increased the construction engineering costs which are necessary in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $1,597,000 to a new total of $33,079,730.50. This matter will be on the consent calendar for the July 16 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

8

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 3, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
NE Union Ave.-NE 39th Ave. Section
Columbia River Highway, Multnomah County
Contract No. 9513

This Interstate Transfer contract on the Banfield Transitway Project is nearly finished with completion anticipated in November, 1985. It now appears that the final cost will exceed the project authorization by $1,597,000 or 5.1 percent.

The thickness of the concrete pavement was increased from ten inches to eleven inches at the request of the Federal Highway Administration. The greater thickness will provide additional strength and durability, thus resulting in extended pavement life. In addition, several revisions were required to retaining walls throughout the project in order to accommodate field conditions which were not apparent to designers who were working from aerial photography in designing the project. These changes added more than $590,000 to the cost of the project.

Added work and delays have extended the anticipated completion date by nearly a year from that specified in the contract. This has increased the construction engineering costs which are necessary in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $1,597,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
H. E. Broderick
B. M. Walton
D. L. Trout

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8313
Date: June 6, 1985

File No: 26-1021

TO: THE FILE

FROM: Jarard G Richardson
JARARD G. RICHARDSON
Project Manager

SUBJECT: NE Union Ave.-NE 39th Ave. Sec.
Columbia River Highway
Contract No. 9513
PAVING DAMS - SET 45

Our special provisions call for the material to be tested for compression and bond strength and approved prior to use, even though it is on the "approved" list in the same specification. We attempted to do this but apparently mixing a small amount for (2) 3" cylinders did not work too well. The cylinders taken on 5/24/85 do not represent any material incorporated into the project except that it is the intended product. I recommend this sample be declared as unrepresentative and a new one be taken when a paving dam is actually built.

I do not know how the bond test is to be accomplished using (2) 3" cylinders. No minimum-strength requirements are given for compressive strength.

ebg

xc: M. D. Glenn
Jack Sullivan
Al Harwood

· 9513

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FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION NE Union Ave.-NE 39th Ave.	WEEK ENDING: Thursday, May 30, 1985
		SECTION PREFIX 26-1021
	HIGHWAY Columbia River	COUNTY Multnomah
NAME OF JOB Banfield Transitway	KIND OF WORK Grading, paving, structures, signining, illumination, and signals	
CONTRACTOR S. J. Groves & Sons Company	CONTRACT NUMBER 9513	FEDERAL AID PROJECT NUMBER IX-68(5)
DATE OF CONTRACT July 8, 1982	DATE WORK STARTED July 20, 1982	ESTIMATED COMPLETION DATE November 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 25 SUPERVISION: 6	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 1011	WORK DAYS USED CALENDAR DAYS USED 1046
PROJECT AUTHORIZATION: $ 31,482,730.50	SPECIFIED COMPLETION DATE LRT Line - October 24, 1984 *Est.Engineering$3,340,000.00	PERCENT OF TIME ELAPSED 103%
EXCLUSIVE OF ENGINEERING: $ 29,237,985.22	ENGINEERING AUTHORIZATION $ 2,244,745.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 94%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 29,650,000.00	ENGINEERING COST TO DATE $ 2,985,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94%
ESTIMATED PERCENT: OVERRUN UNDERRUN 5.1%	PERCENT OF AUTHORIZATION 133%	DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE					Signing	Illum.& Signals
95%	90%					80%	75%

			Base	Reinf.Conc.	Asph.Conc.	
MILES IN PROJECT	2.11	General Ex.	Agg, CTB,ATB	Paving	Paving	
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)		208,300 CY	75,000 T	29,505 CY	48,500 T	
TOTAL QUANTITIES CORRECTED TO DATE		215,000 CY	87,000 T	32,300 CY	35,000 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		214,800 CY	79,600 T	32,300 CY	31,000 T	
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY	1					
HOURS PER SHIFT	8					

EQUIPMENT USED DURING THE WEEK:

	4 backhoes	5 compressors	5 manlifts
18 pickup trucks	1 blade	2 dozers	
2 grout pumps	1 compactor	2 rollers	

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	21st Ave.	28th Ave.	Doernbecker	33rd.Ave.	Sandy	39th Ave.		
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5/26	Rain	1		
MONDAY 5/27	Rain	1		
TUESDAY 5/28	Cloudy/Fair	1		
WEDNESDAY 5/29	Rain	1		
THURSDAY 5/30	Cloudy	1		
FRIDAY 5/24	Cloudy/Rain	1		
SATURDAY 5/25	Rain	1		

CE.... CAE .... RECEIVED LS...... TC......
COE.... OM....
OE .... SA......CC......
CA............... JUN 05 1985 FE ...... CP .....
CAM .... CONSTRUCTION PQC..........
EEO..... .... SECTION QCS..........
FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5/26	No activity
MONDAY 5/27	No activity
TUESDAY 5/28	Groves: Grout median barrier, & adjust line & grade of median barrier 1056-1061; worked sidewalk grade lt. "HA" 88-90. Hamilton: Finish raking poles, & grout remaining poles throughout job site; silicone seal traffic & pedestrian heads on 39th Ave. Hopsing: Placed CTB on "HA" line 88-89 & 90-91 & bottom of "C" curb grade.
WEDNESDAY 5/29	Groves: Adjust line & grade of median barrier 1048-1052; fill lightpole bases in median barrier with concrete 1056-1067;. Hamilton: Hung 2 vehicle heads & 3 int.ill.signs in Pole #6 on 33rd Avenue.
THURSDAY 5/30	Groves: Grout median barrier 1050-1056; adjust line & grade of median barrier 1044-1050; remove debris from around 21st Ave. detour bent in median.
FRIDAY 5/24	Groves: Cleanup work for paving on 21st & 28th structures & approaches; build grade for curb & walk "HA" line; worked on manholes on main trunkline sewer "HA" 91+55. Hamilton: Set J-box to grade "SW" line.
SATURDAY 5/25	No activity

REMARKS

SIGNED Harold E Burden LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

0730

NE UNION AVE - NE 39TH AVE SECTION

26-May SUNDAY	
27-May MONDAY	MEMORIAL DAY, NO ACTIVITY.
28-May TUESDAY	21ST: GENERAL CLEANUP & REPAIRS. SANDY: GRINDING & PATCHING ON BENTS 3, 14, 15, 16 & 17 CROSSBEAMS. WALL 7: SURFACE FINISHING.
29-May WEDNESDAY	21ST: GENERAL CLEANUP & REPAIRS. SANDY: GRINDING & PATCHING ON BENTS 15, 16 & 17 CROSSBEAMS. WALL 31: GRINDING TOP HALF. WALL 7: SURFACE FINISHING.
30-May THURSDAY	21ST: GENERAL CLEANUP & REPAIRS SANDY: PATCHING ON CROSSBEAMS & COLUMNS OF BENTS 9 & 15.
24-May FRIDAY	21ST: GENERAL CLEANUP & REPAIRS. 28TH: GENERAL CLEANUP & PREPARING FOR PAVING. SANDY: REMOVED FORMS FROM ABUTMENT 2
25-May SATURDAY	

REMARKS

NEXT WEEK:
21ST: CONTINUE GENERAL CLEANUP & REPAIRS
SANDY: CONTINUE GRINDING & PATCHING
WALL 7: SURFACE FINISHING

Jarard G Richardson
JARARD RICHARDSON ,PROJECT MANAGER
PORTLAND

SEE STATUS REPORT AND LOCATION REPORT ATTACHED

COLUMBIA RIVER HIGHWAY
CONTRACT NO. 9513

STRUCTURES

TRUCTURE	ERECT DETOUR & OPEN	DEMOLISH EXISTING	CONSTRUCT SUBSTRUCTURE FOOTINGS	BENTS	CONSTRUCT SUPERSTRUCTURE CIP--CAST & SET PRESTRESSED BMS	SIDEWALKS	PAVE SEAL	BRIDGE RAIL	OPEN TO TRAFFIC	REMOVE DETOUR	BR NO
st Ave											703
th Ave	n/a									n/a	703
ern No	n/a					N.A.				n/a	798
ern So	n/a					N.A.				n/a	7981
rd Ave											7025
andy Bd											7026
th Ave											7042

WALLS

LL O.	EXCAVATION	RETAINING WALL IN PLACE	BACKFILL & COMPACTION	SURFACE FINISH	
10					
11					
2					
3					
4			n/a		
5					
6					
7					
8					
9					
2					
3					

9 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

100% 2P

PROJECT NAME (SECTION) NE Union Ave.-NE 39th Ave.		CONTRACT NO. 9513
HIGHWAY Columbia River	COUNTY Multnomah	PREFIX 26-1021
CONTRACTOR'S NAME AND ADDRESS S. J. GROVES & SONS COMPANY Post Office Box 13160 Portland, OR 97213		F. A. PROJECT NO. IX-68(5)
		PRICE AGREEMENT NO. 70

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Removal of structures and obstructions not shown in contract documents.

Throughout the project

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4070	Extra removal work	1	lump sum	$30,000.00	$30,000.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 30,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This price agreement reimburses the contractor and settles all claims for all direct and indirect costs involved with the removal and disposal of structures and obstructions not shown in the contract documents. This payment is in addition to the payment made under Bid Item No. 19, Removal of Structures and Obstructions.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN

SIGNED: McClure 3/22/85
CONTRACTOR DATE

~~APPROVAL RECOMMENDED BY LOCAL AGENCY~~ DATE
Ron 4/16/85

SUBMITTED BY PROJECT MANAGER DATE
3-25-85

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE
C. B. 5-28-85

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE

670

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NE Union Ave.-NE 39th Ave.
WEEK ENDING: Thursday, May 23, 1985
SECTION PREFIX: 26-1021
HIGHWAY: Columbia River
COUNTY: Multnomah
NAME OF JOB: Banfield Transitway
KIND OF WORK: Grading, paving, structures, signining, illumination, and signals
CONTRACTOR: S. J. Groves & Sons Company
CONTRACT NUMBER: 9513
FEDERAL AID PROJECT NUMBER: IX-68(5)
DATE OF CONTRACT: July 8, 1982
DATE WORK STARTED: July 20, 1982
ESTIMATED COMPLETION DATE: November 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 37 SUPERVISION: 6
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS 1011
CALENDAR DAYS USED 1039
SPECIFIED COMPLETION DATE: LRT Line - October 24, 1984
PERCENT OF TIME ELAPSED: 103%
PROJECT AUTHORIZATION: $ 31,482,730.50
*Est.Engineering$3,340,000.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94%
EXCLUSIVE OF ENGINEERING: $ 29,237,985.22
ENGINEERING AUTHORIZATION: $ 2,244,745.28
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,650,000.00
ENGINEERING COST TO DATE: $ 2,965,000.00
DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 5.1%
PERCENT OF AUTHORIZATION: 132%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE				Signing	Illum.& Signals
95%	90%				80%	75%

		General Ex.	Base Agg, CTB,ATB	Reinf.Conc. Paving	Asph.Conc. Paving	
MILES IN PROJECT	2.11					
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)		208,300 CY	75,000 T	29,505 CY	48,500 T	
TOTAL QUANTITIES CORRECTED TO DATE		215,000 CY	87,000 T	32,300 CY	35,000 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		214,800 CY	79,200 T	32,300 CY	31,000 T	
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY	1					
HOURS PER SHIFT	8					

EQUIPMENT USED DURING THE WEEK:

	13 dump trucks	1 post driver	1 compactor	2 crane
7 backhoes	4 loaders	33 pickup trucks	9 compressors	1 grout pump	1 broom
8 dozers	3 rollers	4 water trucks	3 flatbed trucks	3 pipe cleaner	6 manlifts

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	21st Ave.	28th Ave.	Doernbecker	33rd.Ave.	Sandy	39th Ave.		
PERCENT	90%	98%	98%	95%	81%	96%		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5/19	Cloudy	1		
MONDAY 5/20	Cloudy	1		
TUESDAY 5/21	Fair/Clear	1		
WEDNESDAY 5/22	Fair/Warm	1		
THURSDAY 5/23	Fair	1		
FRIDAY 5/17	Clear	1		
SATURDAY 5/18	Fair	1		

RECEIVED
MAY 28
CONSTRUCTION
SECTION
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COE ... OM ... SA ... CC ...
OE ... FE ... CP ...
CA ... PQC ...
CAM ... QCS ...
SEO ... FILE ...

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5/19 SUNDAY	No activity
5/20 MONDAY	Dirt & Aggregate: Installed guardrial post "SS", "FR", & "HAL". Groves: Worked on manholes 1076)west): placed sub-ballast LRT 2128-2132; removed AC Sandy detour; adjusted line & grade of median barrier 1061-1067. Hamilton: Install J-box "SW"; raise J-box 33rd; remove temp. illum pole No. 11.
5/21 TUESDAY	Groves: Finish slopes "SE"18-24; build grade for curb EB 1094; general excavation LRT 2116; build grade for sidewalk "HA" line; grout barrier 1062-1067; adjust line & grade of median barrier 1058-1062; replace pipe Clackamas St.; install pipe"HA"87 to lt."LN" 1110. Hamilton: Start up traffic lights @ both ends of 39th Avenue structure.
5/22 WEDNESDAY	Groves: Adjust line & grade of median barrier 1057-1062; test & clean main trunkline sewer"HA"87-89; build rough grade for "HA"line; pour & raise inlets"HA"87-89 Hamilton: Mount pedestrian head & move left-turn head & remount J-box 39th Avenue.
5/23 THURSDAY	Groves: Clean pipe rt."LS"1106 east; work on inlets & manhole main trunkline sewer steps & finish joints lt."L"1060-1030; build subgrade "HA" line 87-91; adjust line & grade of median barrier 1055-1057. Hamilton: Prep 3 J-boxes for concrete 39th & Halsey.
5/17 FRIDAY	Groves: General excavation LRT 2115-2120 & finiSH SLOPE: remove AC for detour on Sandy; finish slope Wall #1; pour cast-in-place barrier 1120-1117; install median barrier 1042-1050; finish drain rock LRT 2132-2133; work on finish of manholes & inlets main trunkline of sewer. Hamilton: Raise tether wire on 39th; raise controller cabinet on Sandy; install J-boxes westbound at cathodic monitoring stations.
5/18 SATURDAY	Groves: Install median barrier & remove temporary barrier 1028-1042; backfill behind barrier 33rd off-ramp; & "LN" 1114-1117.

REMARKS

We anticipate the bridge-deck seal and final lift of A.C. paving on cross-streets to start next week.

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

0730

NE UNION AVE - NE 39TH AVE SECTION

19-May SUNDAY	
20-May MONDAY	21ST: ALIGN RAIL, CLEAN DETOUR AREA, REPAIR WORK ON EXIST STRUCTURE(EWO 10). SANDY: SURFACE FINISHING SW ON RAMP STRUCTURE. WALL 7: SURFACE FINISHING.
21-May TUESDAY	21ST: REPAIR ON EXIST STRUCTURE(EWO 10), SILICONE SEAL JOINTS ENTIRE STR. 33RD: PLACED CONCRETE FOR MEDIAN ISLAND (PRICE AGREEMENT 51). SANDY: SURFACE FINISHING SW ON RAMP STRUCTURE. WALL 7: SURFACE FINISHING.
22-May WEDNESDAY	21ST: REPAIR ON EXIST STRUCTURE(EWO 10), PLACED CONCRETE SIDE WALL BENT 5. SANDY: SURFACE FINISHING SW ON RAMP STRUCTURE. WALL 7: SURFACE FINISHING.
23-May THURSDAY	SANDY: SURFACE FINISHING SW ON RAMP STRUCTURE. WALL 7: SURFACE FINISHING.
17-May FRIDAY	21ST: INSTALLING RAILING SANDY: SURFACE FINISHING SW ON RAMP STRUCTURE SPANS 7 THRU 17. WALL 7: SURFACE FINISHING.
18-May SATURDAY	

REMARKS

NEXT WEEK:
21ST: PLACE WATERPROOFING SEAL AND LEVELING COURSE.
28TH: PLACE WATERPROOFING SEAL AND LEVELING COURSE
SANDY: SURFACE FINISHING SANDY ON RAMP STRUCTURE
WALL 7: SURFACE FINISHING

Jarard G Richardson
JARARD RICHARDSON ,PROJECT MANAGER
PORTLAND

SEE STATUS REPORT AND LOCATION REPORT ATTACHED

COLUMBIA RIVER HIGHWAY
CONTRACT NO. 9513

STRUCTURES

RUCTURE	ERECT DETOUR & OPEN	DEMOLISH EXISTING	CONSTRUCT SUBSTRUCTURE FOOTINGS	BENTS	CONSTRUCT SUPERSTRUCTURE CIP--CAST & SET PRESTRESSED BMS	SIDEWALKS	PAVE SEAL	BRIDGE RAIL	OPEN TO TRAFFIC	REMOVE DETOUR	BR NO
st Ave	▨	▨	▨	▨	▨	▨		▨	▨	▨	703
th Ave	n/a	▨	▨	▨	▨	▨		▨	▨	n/a	703
pern No	n/a	▨	▨	▨	▨	N.A.		▨	▨	n/a	798
pern So	n/a	▨	▨	▨	▨	N.A.	▨	▨	▨	n/a	798
rd Ave	▨	▨	▨	▨	▨	▨		▨	▨	▨	7025
andy Bd	▨	▨	▨	▨	▨	▨		▨	▨	▨	7026
th Ave	▨	▨	▨	▨	▨	▨		▨	▨	▨	7042

WALLS

LL O.	EXCAVATION	RETAINING WALL IN PLACE	BACKFILL & COMPACTION	SURFACE FINISH
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FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NE Union Ave.-NE 39th Ave.

WEEK ENDING: May 16, 1985

SECTION PREFIX: 26-1021

HIGHWAY: Columbia River

COUNTY: Multnomah

NAME OF JOB: Banfield Transitway

KIND OF WORK: Grading, paving, structures, signining, illumination, and signals

CONTRACTOR: S. J. Groves & Sons Company

CONTRACT NUMBER: 9513

FEDERAL AID PROJECT NUMBER: IX-68(5)

DATE OF CONTRACT: July 8, 1982

DATE WORK STARTED: July 20, 1982

ESTIMATED COMPLETION DATE: November 15, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION: 7

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 1011

CALENDAR DAYS USED: 1032

SPECIFIED COMPLETION DATE: LRT Line - October 24, 1984

PERCENT OF TIME ELAPSED: 102%

PROJECT AUTHORIZATION: $ 31,482,730.50

*Est.Engineering$3,340,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94%

EXCLUSIVE OF ENGINEERING: $ 29,237,985.22

ENGINEERING AUTHORIZATION: $ 2,244,745.28

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,650,000.00

ENGINEERING COST TO DATE: $ 2,945,000.00

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN 5.1 %

PERCENT OF AUTHORIZATION: 131 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE					Signing	Illum.& Signals
95%	90%					80%	75%

		General Ex.	Base Agg, CTB,ATB	Reinf.Conc. Paving	Asph.Conc. Paving	
MILES IN PROJECT	2.11					
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)		208,300 CY	75,000 T	29,505 CY	48,500 T	
TOTAL QUANTITIES CORRECTED TO DATE		215,000 CY	87,000 T	32,300 CY	35,000 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		214,600 CY	79,200 T	32,300 CY	31,000 T	
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY	1					
HOURS PER SHIFT	8					

EQUIPMENT USED DURING THE WEEK:
28 pickup trucks 6 loader 1 broom 9 dozers 2 water truck 2 backhoe 9 dump trucks
3 grout pump 3 crane 3 blade 4 compressors 3 roller 2 manlifts

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	21st Ave.	28th Ave.	Doernbecker	33rd.Ave.	Sandy	39th Ave.		
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5/12	Fair	1		
MONDAY 5/13	Showers	1		
TUESDAY 5/14	cloudy/fair	1		
WEDNESDAY 5/15	clear	1		
THURSDAY 5/16	clear	1		
FRIDAY 5/10	showers	1		
SATURDAY 5/11	cloudy	1		

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COE.... OM.... SA...... CC......
OE.......... MAY 21 1985 FE...... CP......
CA.......... FQC..........
CAM.......... CONSTRUCTION QCS..........
EEO.......... SECTION FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5/12	No activity
MONDAY 5/13	Goldie Gentle: Set forms for curb & island 33rd on-ramp; set forms for driveway"HA Groves: Build subgrade LRT 2126-2132; build slopes LRT 2108-2109; build RR access road subgrade LRT 2126-2132;install barrier 1050-1054;adjust barrier 1064-1067;barrier finish 1107-1114;install barrier 1114-1116;manholes"L"1133-29 Hamilton: Rake & grout all poles on 'SW' ramp.
TUESDAY 5/14	Groves: Build subgrade & slopes LRT 2107-2120; adjust barrier 1120-1126 & 1114-1117; grout barrier 1120-1126; adjust glare shields 1091-1098; work sewers inlets & manholes 'L' 1128,1126,& 1123.
WEDNESDAY 5/15	Groves: Work slopes LRT 2107; cut subgrade 2124; work grade & slope Wall #1; grout barrier 1120-1126; adjust & grout barrier 1114-1117; work manholes LRT 2132 & 2126, & 'LN' 1116, 1109, 1104, & 1105; install drainpipe LRT 2132. Hamilton: Set Pole #12 37th & Sandy; connect service 28th & 39th.
THURSDAY 5/16	Groves: Build subgrade & general excavation LRT 2115-2120; work slope between Wall #1 & barrier 1030-1035; grout barrier 1114-1117, and 1120-1126; install drainpipe LTT 2132; finish manholes & inlets 'LN'1111,1109,1108,1106,1105,1104,1101,1098,& 1094. Hamilton: Set Pole Nos. 27, 29, & 61.
FRIDAY 5/10	Groves: General excavation & rough grading LRT 2116-2124; install barrier 1054-1058; cleanup keyway 1040-1055; work barrier finish 1107-1111 & backfill; strip & work on inlets LRT 2123 & TB5 1107.
SATURDAY 5/11	No activity

REMARKS

The 37th on-ramp westbound was opened on 5/14/85.
The 39th off-ramp eastbound will probably be opened on 5/21/85.

SIGNED ______ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

,0730

NE UNION AVE - NE 39TH AVE SECTION

12-May SUNDAY	
13-May MONDAY	21ST: PLACED CONCRETE FOR SIDEWALK ON EXISTING STRUCTURE. 33RD: FURFACE FINISHING WINGWALL AT BENT TB 8. SANDY: SURFACE FINISHING AND PAINTING PARAPETS ON SANDY RAMP STRUCTURE.
14-May TUESDAY	SANDY: PAINTING PARAPETS ON SANDY RAMP STRUCTURE. 'SW' ON RAMP OPENED TO TRAffic
15-May WEDNESDAY	28TH: INSTALLING CHAIN LINK FENCE POSTS ON STRUCTURE. SANDY: SURFACE FINISHING BENT SW 3 COLUMNS.
16-May THURSDAY	21ST: STRIPPING FORMS AND SURFACE FINISHING UNDER SIDEWALK SPANS 1 THRU 5. 33RD: SETTING FORMS FOR MEDIAN ISLAND (EWO NO. 38) SANDY: SURFACE FINISHING DECK BOTTOM SANDY ON RAMP
10-May FRIDAY	21ST: PLACED CONCRETE FOR RAIL CURB AND FORMING SIDEWALK NW CORNER. SANDY: GRINDING HIGH AREAS ON SANDY RAMP DECK, STRIPPING FORMS BENT SW 18
11-May SATURDAY	SANDY: SURFACE FINISHING PARAPETS ON SANDY RAMP STRUCTURE.

REMARKS

NEXT WEEK:
21ST: INSTALL THREE TUBE RAIL AND SURFACE FINISHING.
33RD: SURFACE FINISHING, COMPLETE CONCRETE MEDIAN ISLAND.
SANDY: SURFACE FINISHING DECK BOTTOM SANDY ON RAMP

Jarard G Richardson
JARARD RICHARDSON ,PROJECT MANAGER
PORTLAND

SEE STATUS REPORT AND LOCATION REPORT ATTACHED

8

COLUMBIA RIVER HIGHWAY
CONTRACT NO. 9513

STRUCTURES

RUCTURE	ERECT DETOUR & OPEN	DEMOLISH EXISTING	CON[illegible]UCT SUBSTRUCTURE FOOTINGS	BENTS	CONSTRUCT SUPERSTRUCTURE CIP--CAST & SET PRESTRESSED BMS	SID[illegible]KS	PAVE SEAL	BRIDGE RAIL	OPEN TO TRAFFIC	REMOVE DETOUR	BR NO
1st Ave	▨	▨	▨	▨	▨	▨		▨	▨	▨	7035
8th Ave	n/a	▨	▨	▨	▨	▨		▨	▨	n/a	7034
bern No	n/a	▨	▨	▨	▨	N.A.		▨	▨	n/a	7981
bern So	n/a	▨	▨	▨	▨	N.A.	▨	▨	▨	n/a	7981
3rd Ave	▨	▨	▨	▨	▨	▨	▨	▨	▨	▨	7025
andy Bd	▨	▨	▨	▨	▨	▨		▨	▨	▨	7026
9th Ave	▨	▨	▨	▨	▨	▨	▨	▨	▨	▨	7042

WALLS

LL NO.	EXCAVATION	RETAINING WALL IN PLACE	BACKFILL & COMPACTION	SURFACE FINISH	
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X

PRICE AGREEMENT

APPLYI O ALTERATIONS, EXTRA WORK OR CLAIMS FO XTRA COMPENSATION 2P

HIGHWAY DIVISION

PROJECT NAME (SECTION) N. E. Union Avenue - N. E. 39th Avenue		CONTRACT NO. 9513
HIGHWAY Columbia River	COUNTY Multnomah	PREFIX 26-1021
CONTRACTOR'S NAME AND ADDRESS S. J. Groves and Sons Company P. O. Box 13160 Portland, Oregon 97213		F. A. PROJECT NO. IX-68(5)
		PRICE AGREEMENT NO. 63

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Accelerate repair work on the 39th Avenue detour structure fire damage.

OSHD to pickup actual cost of premium pay caused by acceleration of work.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4063A	Premium pay for fire damage repair.	All	Lump Sum	$ 4,661.15	$4,661.15

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 4,661.15

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Lump Sum amount is complete payment for premium (overtime) wages paid during the period of 6/4/84 through 6/20/84 while repairing the 39th Avenue detour structure fire damage.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED McClure 3/21/85
CONTRACTOR DATE

~~APPROVAL RECOMMENDED BY LOCAL AGENCY~~ DATE
Approved Tri-Met [illegible] Dir.
Ron [illegible] 5/2/85

SUBMITTED BY PROJECT MANAGER DATE
Jarard G Richardson 3/22/85

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE MAY 16

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION AFTER APPROVAL. COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE

p. 67

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

Item B = Non-P ✓

20

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

2P ✓

~~100%~~

PROJECT NAME (SECTION) NE Union Ave. to NE 39th Ave.		CONTRACT NO. 9513
HIGHWAY Columbia River	COUNTY Multnomah	PREFIX 26-1021
CONTRACTOR'S NAME AND ADDRESS S. J. Groves P.O. Box 13160 Portland, Oregon 97213	S-1	F. A. PROJECT NO. IX68 (5) PRICE AGREEMENT NO. 39

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

This price agreement is compensation to contractor for overhead, labor, and to purchase deleted material for ramp metering Rev. 1 through 3 as shown in attached* drawings #8331, 8332, 8336, 36536, 36537, 3~~7~~6551, 36568, 36582, and 36583. Throughout project.

*Marked "Attachments (A through I)" KO

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4039A ✓	Revision 1 thru 3 Ramp Metering	1	LS	3,756.00	3,756.00
4039B ✓	Deleted Material	1	LS	721.00	721.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 4,477.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This price agreement is final compensation for ramp metering Rev. #1 thru #3. The deleted material listed on S.J. Groves Serial Letter #351,* attached, will be delivered to District 2B maintenance yard at 9010 SE McLoughlin Blvd., Milwaukie.

*Marked "Attachment J" KO

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: McClure 4/2/85
CONTRACTOR DATE

~~APPROVAL RECOMMENDED BY LOCAL AGENCY~~ DATE
Approved Tri-Met Project Director
Ron 4/16/85

SUBMITTED BY PROJECT MANAGER DATE
4-1-85

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE
MAY 16

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

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FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION NE Union Ave.-NE 39th Ave.	WEEK ENDING: Thursday, May 9, 1985
		SECTION PREFIX 26-1021
	HIGHWAY Columbia River	COUNTY Multnomah
NAME OF JOB Banfield Transitway	KIND OF WORK Grading, paving, structures, signining, illumination, and signals	
CONTRACTOR S. J. Groves & Sons Company	CONTRACT NUMBER 9513	FEDERAL AID PROJECT NUMBER IX-68(5)
DATE OF CONTRACT July 8, 1982	DATE WORK STARTED July 20, 1982	ESTIMATED COMPLETION DATE November 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 47 SUPERVISION: 10	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 1011	WORK DAYS USED CALENDAR DAYS USED 1025
PROJECT AUTHORIZATION: $ 31,482,730.50	SPECIFIED COMPLETION DATE LRT Line - October 24, 1984	PERCENT OF TIME ELAPSED 101%
EXCLUSIVE OF ENGINEERING: $ 29,237,985.22	*Est.Engineering$3,340,000.00 ENGINEERING AUTHORIZATION $ 2,244,745.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 94%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,650,000.00	ENGINEERING COST TO DATE $ 2,925,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94%
ESTIMATED PERCENT: OVERRUN UNDERRUN 5.1 %	PERCENT OF AUTHORIZATION 130 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING 95%	DRAINAGE 90%					Signing 80%	Illum.& Signals 75%

			Base	Reinf.Conc.	Asph.Conc.	
MILES IN PROJECT	2.11	General Ex.	Agg, CTB,ATB	Paving	Paving	
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)		208,300 CY	75,000 T	29,505 CY	48,500 T	
TOTAL QUANTITIES CORRECTED TO DATE		215,000 CY	87,000 T	32,300 CY	35,000 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		214,600 CY	79,200 T	32,300 CY	30,700 T	
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY	1					
HOURS PER SHIFT	8					

EQUIPMENT USED DURING THE WEEK: 2 brooms 7 dozers 1 vibra-plate 3 water trucks 1 flatbed trk
46 pickup trucks 4 loaders 5 backhoes 19 dump trucks 4 pavers 1 grout pump 1 compactor
3 cranes 1 grinder 8 blades 4 compressors 6 rollers 1 loader 2 1-ton trucks
1 sandblaster

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	21st Ave.	28th Ave.	Doernbecker	33rd.Ave.	Sandy	39th Ave.		
PERCENT	90%	98%	98%	95%	81%	96%		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5/5	Cloudy	1		
MONDAY 5/6	Cloudy/Fair	1		
TUESDAY 5/7	Fair	1		
WEDNESDAY 5/8	Cloudy/Fair	1		
THURSDAY 5/9	Cool	1		
FRIDAY 5/3	Showers	1		
SATURDAY 5/4	Cloudy/Fair	1		

RECEIVED
CONSTRUCTION
SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5/5 SUNDAY	No activity
5/6 MONDAY	Groves: Installed shoulder barrier"LN"1107-1112; grind keyway for median barrier; work on LRT subgrade & haul excess material LRT 2120-2129. Hamilton: Pour base Pole #61 'SW" & Pole #11 Sandy; remove temp. poles throughout jobsite.
5/7 TUESDAY	Atlas: Expose Sandy footing & remove existing wall to subgrade LRT 2124-2126. Groves: Build subgrade LRT 2120-2126; blade grade behind Wall Nos. 13 & 14; clean-up for paving EB 3rd, Grand, 21st & 33rd streets; install glareshields 1011-1098; adjust barrier 1107-1112. Hamilton: Pull ramp illum. wire & meter wire, and set Pole Nos P-11 & 73 'SW' line Lakeside: Placed 240 tons "SS" & Sandy, 3rd Ave.ramp, Grand Ave.ramp, & "L" right.
5/8 WEDNESDAY	Goldie Gentle: Poured island "LN" 1113-1114 Groves: Installed pipe LRT 2123; adjusted barrier & grout 1107-1111; build subgrade LRT 2120-2125 & by Lang's Upholstery. Lakeside: Placed 245 tons "BN" line. Hamilton: Repair broken conduit & set all poles on ramp 'SW'. Pacific Steelock: Install braces & hand fabric 37th & 20th avenues.
5/9 THURSDAY	Groves: Work on barrier base, median, finish, & pour cast-in-place sections; build subgrade LRT line; finish slope FR line; pour inlets TB5 1107. Hamilton: Repair broken conduit & place connectors in poles on 'SW'. Kaspac: Installed buttons for rt.lane WB Lakeside: Placed 245 tons "SS" line, "L" right, "LN" left, & "SW" line.
5/3 FRIDAY	Groves: Installed glareshields 1059-1085; clean barrier 1022-1045; place barrier 1108-1111; paint barrier 1052-1057; cut to subgrade LRT 2124-2126; Hamilton: Form signal base #11 Sandy; form base Pole #61 'SW' line. Hopsing: Placed CTB "L" 1127-1125 & "LN" 1113-1119. Lakeside: Placed 90 tons "L"1066-1068, 1110-1111, "BN" 1120-1126, & "SS" line.
5/4 SATURDAY	Groves: General excavation & rough grading LRT 2123-2127; worked on barrier finish 1022-1035. Kaspac: Installed buttons on left lane WB 1056-1085.

REMARKS

We will open the 37th Avenue on-ramp westbound on Tuesday, May 14. It looks like we will be able to open the 39th Avenue off-ramp by May 17.

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

0730

NE UNION AVE - NE 39TH AVE SECTION

05-May SUNDAY	
06-May MONDAY	21ST: CLEAN UP NORTH END STRUCTURE. SANDY: INSTALLING STRIP SEAL BENT SW 3, STRIPPING RIGHT OUTSIDE BEAM ON SANDY.
07-May TUESDAY	21ST: INSTALLED LUMINAIRE POLE SPAN 4. 33RD: INSTALLED LUMINAIRE POLE SPAN 1. SANDY: INSTALLING STRIP SEAL BENT SW 3, DEMOLITION OF SANDY ABUTMENT 2, SURFACE FINISHING PARAPET ON SW ON RAMP.
08-May WEDNESDAY	SANDY: DEMOLITION OF SANDY ABUT 2, PREPARE EDGES OF SW IMPACT SLAB FOR SEALER, SURFACE FINISHING PARAPET ON SW ON RAMP.
09-May THURSDAY	SANDY: DEMOLITION OF SANDY ABUT 2, INSTALLING EARTHQUAKE RESTRAINTS BENT SW 18, SURFACE FINISHING PARAPET ON SW ON RAMP.
03-May FRIDAY	21ST: SETTING PARAPET FORMS NORTH END, CLEAN UP DETOUR AREA 28TH: SURFACE FINISHING BEAM BOTTOMS SPAN 2. SANDY: INSTALLED JOINT SEAL BENT SW 1, SURFACE FINISHING PARAPET SPAN SW 17, REMOVING FALSEWORK SPAN SW 17. WALL 35: PLACED CONCRETE FOR PARAPET SECTION 4, INSTALL DRAIN PIPE SECTIONS 3 & 4
04-May SATURDAY	WALL 35: STRIPPED PARAPET FORMS SECTION 4.

REMARKS

NEXT WEEK:
21ST: CONTINUE WORK ON PARAPET NORTH END OF STRUCTURE, CLEAN UP.
SANDY: SURFACE FINISHING OF PARAPETS, ALSO GRINDING OF DECK ON SW ON RAMP

Jarard Richardson
JARARD RICHARDSON ,PROJECT MANAGER
PORTLAND

SEE STATUS REPORT AND LOCATION REPORT ATTACHED

COLUMBIA RIVER HIGHWAY
CONTRACT NO. 9513

STRUCTURES

RUCTURE	ERECT DETOUR & OPEN	DEMOLISH EXISTING	CONSTRUCT SUBSTRUCTURE FOOTINGS	BENTS	CONSTRUCT SUPERSTRUCTURE CIP--CAST & SET PRESTRESSED BMS	SIDEWALKS	PAVE SEAL	BRIDGE RAIL	OPEN TO TRAFFIC	REMOVE DETOUR	BR NO
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8th Ave	n/a	▨	▨	▨	▨	▨		▨	▨	n/a	7034
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andy Bd	▨	▨	▨	▨	▨	▨		▨	▨	▨	7026
9th Ave	▨	▨	▨	▨	▨	▨	▨	▨	▨	▨	7042

WALLS

LL NO.	EXCAVATION	RETAINING WALL IN PLACE	BACKFILL & COMPACTION	SURFACE FINISH	
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OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) NE Union Ave.-NE 39th Ave. Sec.		CONTRACT NO. 9513
HIGHWAY Columbia River	COUNTY Multnomah	PREFIX 26-1021
CONTRACTOR'S NAME AND ADDRESS S. J. GROVES & SONS COMPANY Post Office Box 13160 Portland, OR 97213		F. A. PROJECT NO. IX-68(5) PRICE AGREEMENT NO. 60

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Extend the State obligation for railroad protection costs from 730 days to 846 days.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4060A	Increase state's obligation for railroad protection costs to 846 calendar days.	No change in contract bid prices or unit prices			

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE / DECREASE $ —0—

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: ______________________ CONTRACTOR ________ DATE

~~APPROVAL RECOMMENDED BY LOCAL AGENCY~~ DATE
Approved Tri-Met Project Director
TM/ Ron 2/28/85

SUBMITTED BY PROJECT MANAGER DATE
Harold E 2-11-85

APPROVAL RECOMMENDED ~~OR~~ APPROVED BY REGION DATE
3/7/85

~~NOTED OR~~ APPROVED BY CONSTRUCTION DATE
5-9-85

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

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FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION NE Union Ave.-NE 39th Ave.	WEEK ENDING Thursday, May 2, 1985	SECTION PREFIX 26-1021
HIGHWAY Columbia River	COUNTY Multnomah	
NAME OF JOB Banfield Transitway	KIND OF WORK Grading, paving, structures, signining, illumination, and signals	
CONTRACTOR S. J. Groves & Sons Company	CONTRACT NUMBER 9513	FEDERAL AID PROJECT NUMBER IX-68(5)
DATE OF CONTRACT July 8, 1982	DATE WORK STARTED July 20, 1982	ESTIMATED COMPLETION DATE November 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 51 SUPERVISION: 6	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 1011	WORK DAYS USED CALENDAR DAYS USED 1018
PROJECT AUTHORIZATION: $ 31,482,730.50	SPECIFIED COMPLETION DATE LRT Line - October 24, 1984 *Est.Engineering$3,340,000.00	PERCENT OF TIME ELAPSED 101%
EXCLUSIVE OF ENGINEERING: $ 29,237,985.22	ENGINEERING AUTHORIZATION $ 2,244,745.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 92%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 29,650,000.00	ENGINEERING COST TO DATE $ 2,905,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92%
ESTIMATED PERCENT: OVERRUN UNDERRUN 5.1 %	PERCENT OF AUTHORIZATION 129 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE					Signing	Illum.& Signals
95%	90%					80%	75%

		General Ex.	Base Agg, CTB,ATB	Reinf.Conc. Paving	Asph.Conc. Paving	
MILES IN PROJECT	2.11					
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)		208,300 CY	75,000 T	29,505 CY	48,500 T	
TOTAL QUANTITIES CORRECTED TO DATE		215,000 CY	87,000 T	32,300 CY	35,000 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		214,500 CY	78,900 T	32,300 CY	29,500 T	
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY	1					
HOURS PER SHIFT	8					

EQUIPMENT USED DURING THE WEEK:

6 backhoes
2 cats
35 pickup trucks
2 tack trucks
7 dump trucks
2 Bobcat loaders
1 bark blower
2 compactors
3 pavers
r4 rollers
4 flatbed trucks
3 water trucks
3 compressors
1 Layton box
2 manlifts
1 boom truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	21st Ave.	28th Ave.	Doernbecker	33rd.Ave.	Sandy	39th Ave.		
PERCENT	90%	98%	98%	95%	81%	96%		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4/28	Rain	1		
MONDAY 4/29	Fair	1		
TUESDAY 4/30	Fair/Warm	1		
WEDNESDAY 5/1	Fair	1		
THURSDAY 5/2	Showers	1		
FRIDAY 4/26	Showers	1		
SATURDAY 4/27	Cloudy	1		

CE E CAC .... RECEIVED LS......TC......
COF OM....
SA......CC......
FE ......CP .....
OE .... MAY 07 1985 FQC............
CA ....
CAM .... CONSTRUCTION GCS............
SECTION FILE............
EEO............

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4/28 SUNDAY	No activity
4/29 MONDAY	**Goldie Gentle:** Pour curb & sidewalk 21st; pour sidewalk 33rd; pour curb & driveway Sandy @ 36th **Groves:** Installed pipe LRT 2118; poured inlets 2116-2118. **Hamilton:** Grout pole bases over jobsite; install service cabs Sandy AFRC & 16th on ramp **Lakeside:** Paved 419 tons "L"1099-1058 lt. & 1057-1056 lt.
4/30 TUESDAY	**Goldie Gentle:** Pour concrete walk, 133 sq.yd. @ 20th Street **Groves:** Work on finish of barrier rt.shld.WB 1090-1099; finish grade behind gore & curbs @ 3rd St.on-ramp; cleanup shoulder for paving"L"1099 to Union Avenue. **Hamilton:** Install service for signals 33rd Ave. south; grout WB light pole bases throughout jobsite.
5/1 WEDNESDAY	**Groves:** Work on finish of barrier rt.shld.WB 1060-1099 **Hamilton:** Install signal service 37th; complete grouting poles WB **Lakeside:** Paved WB Holladay Street "L"1056
5/2 THURSDAY	**Groves:** Washed barrier 1020-1057; painted barrier 1056-1061 & 1051-1098; work on barrier finish 1045-1057; install glare shields 1085-1091. **Hamilton:** Dig footing for Pole 11 on Sandy; dig Pole 61 foundation on "SW" line. **Island Landscape:** Place sod 39th & Senate. **Lakeside:** Placed base lift for "SW" & "TB5" ramps (298 tons)
4/26 FRIDAY	**Citiscape:** Blow bark mulch 33rd & Clackamas & 20th Ave. next to EB 1066-1068. **Groves:** Get shoulder subgrade ready for CTB "LN"1116-1117; install pipe & connect to sewer LRT line; pour inlet LRT 2116; install pipe LRT 2118-2116. **Hamilton:** Remount ped.signal heads 39th; remove grount around poles & rake over jobsite **Hopsing:** Placed 4801 tons SW ramp /& Doernbecker to Long's Upholstery. **Pacific Steelock:** Dig holes for fence 1094-1095; pour fence posts 20th, 21st, 37th,
4/27 SATURDAY	No activity

REMARKS

SIGNED ____________ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

,,0730

NE UNION AVE - NE 39TH AVE SECTION

28-Apr SUNDAY		
29-Apr MONDAY	21ST:	PLACED CONCRETE FOR SIDEWALK AND RAIL CURB SPANS 1 THRU 3.
	33RD:	SURFACE FINISHING EXISTING ABUTMENT.
	SANDY:	PLACED CONCRETE FOR PARAPET SPAN SW 10, SETTING PARAPET FORMS SPAN SW 17 REMOVING FALSEWORK SPANS SW 14 THRU 17.
	39TH:	GROUTING RAIL POST BASES.
	WALL 35:	PLACED CONCRETE FOR FOOTINGS SECTIONS 3 AND 4.
30-Apr TUESDAY	33RD:	SURFACE FINISHING EXISTING ABUTMENT.
	SANDY:	PLACED CONCRETE FOR PARAPET SPAN SW 17, REMOVING FALSEWORK SPANS 14-17, SURFACE FINISHING PARAPETS SPANS SW 14 AND 15.
	WALL 35:	PLACED CONCRETE FOR WALL PANEL STEM SECTIONS 3 AND 4.
01-May WEDNESDAY	21ST:	STRIP SIDEWALK FORMS, REMOVE BENT 3 THRU 5 FOOTINGS ON DETOUR STRUCTURE.
	33RD:	SURFACE FINISHING BENT 3 AND ABUTMENT 2.
	SANDY:	PLACED CONCRETE FOR PARAPET SPAN SW 17, REMOVING FALSEWORK SPANS 14-17.
	WALL 35:	PLACED CONCRETE FOR WALL PANEL STEM SECTION 4.
02-May THURSDAY	21ST:	SETTING RAIL CURB FORMS NORTH END STRUCTURE, CLEAN UP DETOUR STRUCTURE.
	33RD:	SURFACE FINISHING.
	SANDY:	REMOVING FALSEWORK, SURFACE FINISHING PARAPETS.
	WALL 35:	PLACED CONCRETE FOR PARAPET SECTION 3.
26-Apr FRIDAY	21ST:	SETTING SIDEWALK FORMS SPANS 1 THRU 3.
	33RD:	SURFACE FINISHING NORTH END STRUCTURE.
	SANDY:	REMOVING FALSEWORK SPANS SW 14 AND 17, PLACED CONCRETE PARAPET SPANS SW 14 AND 15, SETTING WALL SECTION FORMS NE CORNER STRUCTURE.
	39TH:	INSTALLING RESTRAINING GRATE (PA 49)
27-Apr SATURDAY	SANDY:	SETTING PARAPET FORMS SPAN SW 10.

REMARKS

NEXT WEEK:

21ST:	CONTINUE WORK ON CURBS AND SURFACE FINISHING
33RD:	SURFACE FINISHING.
SANDY:	SURFACE FINISHING PARAPETS AND FALSEWORK REMOVAL.
39TH:	SURFACE FINISHING.

Jarard Richardson

JARARD RICHARDSON ,PROJECT MANAGER

PORTLAND

SEE STATUS REPORT AND LOCATION REPORT ATTACHED

COLUMBIA RIVER HIGHWAY
CONTRACT NO. 9513

STRUCTURES

RUCTURE	ERECT DETOUR & OPEN	DEMOLISH EXISTING	CONSTRUCT SUBSTRUCTURE		CONSTRUCT SUPERSTRUCTURE CIP--CAST & SET PRESTRESSED BMS	SIDEWALKS	PAVE SEAL	BRIDGE RAIL	OPEN TO TRAFFIC	REMOVE DETOUR	BR NO
			FOOTINGS	BENTS							
st Ave											703
th Ave	n/a									n/a	703
pern No	n/a					N.A.				n/a	798
pern So	n/a					N.A.				n/a	798
rd Ave											702
ndy Bd											702
th Ave											704

WALLS

LL NO.	EXCAVATION	RETAINING WALL IN PLACE	BACKFILL & COMPACTION	SURFACE FINISH	
10					
11					
12					
13					
14			n/a		
15					
16					
17					
18					
19					
2					

PRICE AGREEMEN

APPLY TO ALTERATIONS, EXTRA WORK OR CLAIMS F EXTRA COMPENSATION

HIGHWAY DIVISION

2-P 100%

PROJECT NAME (SECTION) N.E. UNion Ave - N.E. 39th Ave.		CONTRACT NO. 9513
HIGHWAY Columbia River	COUNTY Multnomah	PREFIX 26-1021
CONTRACTOR'S NAME AND ADDRESS 5-1-85 S.J. Groves and Sons Post Office Box 13160 Portland, OR 97213		F.A. PROJECT NO. IX-68(5) PRICE AGREEMENT NO. 69

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Construction and installation of eight (8) permanent, traffic-recorder loops at "L" Station 1061+40, and a concrete recorder pad.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4069A	Traffic-recorder loops	All	L.S.	$8,548.00	$8,548.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 8,548.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Install as per attached specification and plans *
All traffic-handling cost will be paid for under Extra Work Order No. 6

* Marked "Attachments A, B & C" - HO

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: 3/18/85
CONTRACTOR DATE

~~APPROVAL RECOMMENDED BY LOCAL AGENCY~~ DATE
Approval Tri-Met Project Director
Ron 3/27/85

SUBMITTED BY PROJECT MANAGER DATE
3-8-85

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE
MAY 2 -

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

662

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
UMTA-OR-23-9001 &
IX-68(4)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
10030

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3-20-85

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
NE. UNION - NE. 87th AVENUE (BANFIELD)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*
Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated April 9, 1985, contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of March 20, 1985 to proceed with the adjustments to the City of Portland's illumination pole relocation by Portland General Electric Company on a lump sum basis of $163.00; Federal Funds $138.00.

The Agreement with PGE for the City of Portland is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENG
APR 23 '85
bs
REFER TO
Orig. 4/25 Potter
FOR

Info	Invest	R/D	D/R	Sign	Act

14. DATE
4/22/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. H

16. TITLE
for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 9, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Illumination Pole Relocation
Portland General Electric Co.
N.E. Sandy Blvd. @ Columbia River Hwy.
N.E. Union Ave. - N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Utility Project No. IX-68(4)

Here is a copy of a flat rate billing of cost from Portland General Electric Company, dated March 22, 1985, for the relocation of a City of Portland illumination pole, and a sketch showing the relocation.

A certification prepared by Richard L. Fleming as to the City of Portland's rights in the city street right-of-way occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy city street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 20, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $163.00.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 8, 1985

E. S

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Illumination Pole Relocation
Portland General Electric Company
N.E. Sandy Blvd.
N.E. Union Ave. - N.E. 87th Ave.
Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of the City of Portland's illumination pole and facilities in conflict with this project as of March 20, 1985 is requested. An estimate of cost will not be prepared by PGE as the work is being done on an emergency basis and at a flat fee based on a schedule agreed upon between the City and PGE. The cost will be $163.00. The billing upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 20, 1985 is approved

C. T. Christianson, Area Engineer

RECEIVED
STATE HWY ENGR
APR 15 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JMC:jr

cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
H. E. Broderick

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-25-85

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/31/82	Primary 68	Primary 2

10. GENERAL LOCATION:

NE Union - NE 39th Avenue

11. GENERAL DESCRIPTION OF WORK

Revised Costs - Force Order #3 (Supplemental #1)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

As requested by Mr. Fredrickson's letter of 2/19/85 the revised costs for SFO #3 are approved for a TEC of $75,000; Federal Funds $63,750.

(Increase TEC $40,000; Federal Funds $34,000 FO #3 Supplemental #1)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2-25-85		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

95

PLA 8 –
Banfield's

rll

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
UMTA-OR-23-9001 &
IX-68(4)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-12-85

4. PROGRAM NO.

5. ITEM NO.
10030

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/8/83	Primary 68	Primary 2

10. GENERAL LOCATION:

NE Union Avemue - NE 87th Avenue (Banfield)

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 1/24/85 and contingent upon modification of Project Agreement if additional funds are required, the revised costs for that portion of work approved 2/8/83 as Work Item C (48" connections) to a TC of $129,430.14; Federal Funds $110,015.50 is approved.

(Increase TC $66,570.14; Federal Funds $56,584.50)

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
2/14

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/12/85	G. K. Hossner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7513

December 17, 1984

Robert Riecke
Attorney at Law
P.O. Box 886
Philomath, OR 97370

Re: A-T Bowling Center, Inc.

Dear Mr. Riecke:

This letter will set forth the substance of our telephone conversation of this date.

Pursuant to your request, I contacted Paul Barnhart of the Oregon Highway Division concerning the further construction of the retaining wall on N.E. Halsey Street in the area of 39th and 40th Avenues. The intentions of the Highway Division have been, and continue to be, that until the access/ingress to Timber Lanes Bowling Center on the east side of the building is completed and usable, the "gap" in the retaining wall immediately opposite the current access to Timber Lanes will remain open. This will allow ingress and egress to and from the parking lot on the west end of the bowling center to N.E. Halsey Street, both eastbound and westbound, until ingress is available on the east side of the building and into the basement parking area.

The construction of the extension to the existing retaining wall will, however, continue; as only footings for the retaining wall are currently in place. The "gap" will, however, remain for the time being.

Upon completion of the access/ingress on the east side of the building, the retaining wall will be constructed in its entirety and the current "gap" opposite the existing access will be eliminated. This will still leave the current access as an area for egress from the basement parking area to N.E. Halsey Street eastbound lanes. Vehicles exiting from the parking area will not be able to turn left to head west on N.E. Halsey Street.

The intentions of the Highway Division, as I have set them forth above, are consistent with the assurances which have been given by Mr. Barnhart to Mr. Guggenheim. As has always been the case, coordination will have to be maintained between your clients and the Highway Division for a determination of when the easterly ingress is completed and the "gap" can be closed by further construction on the retaining wall.

If you have any questions concerning this procedure, please feel free to contact me.

Sincerely,

DALE K. HORMANN
Assistant Attorney General

DKH:skn

cc: Allan Harwood
Paul Barnhart
Bill Cloran

9513

November 20, 1984

The Honorable Larry L. Campbell
Minority Leader
House of Representatives
2435 Wilson Drive
Eugene, Oregon 97405

CON

Hamilton Electric Problems

Fred Miller asked me to look into the correspondence enclosed with your November 2 letter concerning three problems of Hamilton Electric on highway construction projects. I offer the following in response:

1. Time Extension Request, Contract No. 9513

   We received, reviewed and granted a significant time extension on this project in August, 1984. Hamilton Electric is a subcontractor on this project. The time extension was granted to the prime contractor and we do not know how it may affect Hamilton Electric.

   We have recently received another time extension request from the prime contractor that is being held pending receipt of required supporting data and consent of surety.

2. Energy Costs for Illumination, Contract No. 9513

   Subsequent to Hamilton Electric's June 6 letter, this matter was reviewed in depth by the Highway Division with the conclusion that these electrical costs are a contractor responsibility under the terms of the contract.

3. DBE Goals, Contract No. 9899

   We are attempting to improve in our abilities to "plan ahead" to insure compliance with DBE goals, as suggested by Hamilton Electric. Last federal fiscal year we approached the end of the year short of our committed goal of ten percent participation by DBE's. In order to meet our committment to the program, we had to set rather high participation goals on some projects bid on the last two lettings. I might add that we received very favorable bids on these projects, even with the required high minority business participation.

W. E. Schwartz
Assistant State Highway Engineer

OBJ:mk sl

bc Fred D. Miller
H. S. Coulter
C. O. Fredrickson

9513

November 2, 1984

MEMO TO: Fred Miller, Director
Department of Transportation

FROM: Representative Larry L. Campbell
Minority Leader
House of Representatives

SUBJECT: Hamilton Electric Problems

Enclosed are copies of material sent to us by Emerson Hamilton describing the problems he has been having with various projects in which he is involved.

Your immediate attention to this correspondence will be appreciated.

Thanks.

LLC/ph

Summarized the [illegible]
letter – FM [illegible]
draft [illegible]-84 [illegible]

[illegible]

HE
ELECTRICAL CONTRACTING

October 11, 1984

Representative Larry Campbell
2435 Wilson Drive
Eugene, Oregon 97405

Dear Larry,

I recently discussed with you some problems that we are having with a project that we are a subcontractor on, the N.E. Union – N. E. 39th, Banfield Relocation Project. The OSHD contract number is 9513. The general contractor is S. J. Groves and Sons Co., P.O. Box 13160, Rose City Park Station, Portland, Oregon 97201.

One of the problems that we are experiencing is a failure of the OSHD to act on a request for a time extension on this project presented by the general contractor. The State Standard Specifications call for these requests to be processed on a timely basis. I am enclosing a copy of pertinent correspondence to this problem and also a copy of the State Standard Specifications.

The second problem has to do with payment for the energy costs (electrical) for the permanent lighting on this project. I am also enclosing copies of correspondence pertaining to this problem which outlines our position.

As you can see a long time has lapsed on both problems with no action taken to resolve them. Any help that you can give will be greatly appreciated.

Very truly yours,

Emerson Hamilton

EH:rl
Encl.

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

8

HE HAMILTON ELECTRIC
ELECTRICAL CONTRACTING

June 6, 1984

S. J. Groves & Sons Company
P. O. Box 13160
Rose City Park Station
Portland, Oregon 97213

RE: N.E. Union-N.E. 39th
OSHD #9513

On May 29, 1984 the following individuals met in the OSHD office in Portland: Al Harwood, OSHD; Paul Barnhart, OSHD; Neil Handyside, OSHD; Ralph Keyes, S.J. Groves & Sons Company; Ken Hamilton, Hamilton Electric and Emerson Hamilton, Hamilton Electric.

A discussion was held regarding the payment of illumination electrical power charges for the permanently installed illumination on this project.

Hamilton maintains that the OSHD is responsible for these charges and the OSHD maintains that Hamilton is responsible. The OSHD contends that since part of the poles are temporarily connected, they should not be responsible. Hamilton claims that temporary connections are not addressed in the specifications and should have no affect on the responsibility which has in practice been with the OSHD.

Al Harwood stated "The OSHD will not buy the power until the entire system of lighting is complete". He said that this includes "everything on both sides of the freeway". Hamilton says that the past OSHD practice is to pay for electrical power as soon as it is connected to permanent lighting temporarily or permanently. A Price Agreement can be reached for the amount of power consumed in the field test as provided in Section 651.47 of the Standard Specifications since the utilities do not want

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

to separate bill for a short period of time. The OSHD says that the definition of a system in 651.47 is "the entire job". Hamilton says that this has nothing to do with the responsibility for the payment of power, and pertains to field test only.

Hamilton recommended that the OSHD contact Pat Schwartz for a decision since a NECA-OSHD discussion was held on this topic in Salem on February 17, 1984. Pat Schwartz agreed at that time that the State was responsible for the electrical power service after turn on and testing. Hamilton requests that the OSHD accept responsibility for electrical power charges once the permanent lighting is turned on.

Very truly yours,

Emerson Hamilton

EH:grg

S. J. Groves & Sons Company

CONTRACTORS AND ENGINEERS

Address reply to:
P.O. Box 13160
Rose City Park Station
Portland, OR 97213
Telephone 503/[illegible] 257-6081

Regional office:
2255 116th Avenue N.E.
Bellevue, WA 98004

RE: Columbia River Highway
NE Union Ave-NE 38th Avenue Section
Contract No. 9513

April 17, 1984

Hamilton Electric
P. O. Box 708
Eugene, OR 97440

Attention: Emerson Hamilton

Subject: Project Schedule

Dear Sir,

S. J. Groves has initiated a request for time extension with the Oregon Dept. of Transportation (SJG Serial Letter No. 175 attached). We do not know what the outcome of this request will be because as of this date there has been no formal response from O-DOT.

The work available in this phase of the contract (reference-ODOT stage IV & V), placement of continuously reinforced concrete pavement is being pursued as aggressively as the weather, physical restrictions and cure time allow.

The east and west bound lanes of pavement must be completed and traffic relocated to the permanent alignment to allow the construction of the remaining portions of the structures.

S. J. Groves is making every effort to insure a timely completion of the project. Hamilton Electric will continue to be responsible for their contractural requirements.

Very truly yours,
S. J. Groves & Sons Company

Ralph E Keyes

Ralph E. Keyes
Project Engineer

REK:ve

HE HAMILTON ELECTRIC
ELECTRICAL CONTRACTING

April 4, 1984

S.J. Groves & Sons Comapny
P. O. Box 13160
Rose City Park Station
Portland, Oregon 97213

RE: N.E. Union - N.E. 39th
OSHD #9513

We are very concerned about the progress of this project at this point. We are now being held up in the completion of certain parts of our work on this project.

Will you please advise us of what actions you can take to speed up the construction of the project so we may get in and do our work so the entire project will be completed on a timely basis.

If a delay in the prosecution of our work extends we can not be responsible for liquidated damages for the failure to complete the project on a timely basis.

Very truly yours,

Emerson Hamilton

EH:grg

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

S. J. Groves & Sons Company

CONTRACTORS AND ENGINEERS

Address reply to
P.O. Box 13160
Rose City Park Station
Portland, OR 97213
Telephone 503/[illegible] 257-6081

Regional office:
2255 116th Avenue N.E.
Bellevue, WA 98004

RE: Columbia River Highway
NE Union Ave-NE 39th Avenue Section
Contract No. 9513

January 24, 1984

Serial Letter No. 175

DEPARTMENT OF TRANSPORTATION
Oregon State Highway Division
5821 N.E. Glisan
Portland, OR 97213

Attention: Paul Barnhart

Subject: Request for Time Extension

Gentlemen:

We reference the meeting held January 19 at our office.

We demonstrated to you that various circumstances beyond our control have caused delays to the project. These delays to critical activities total in excess of sixty working days to date. Unfortunately, as succeeding activities have slipped into unfavorable weather periods, the total project delay is forecasted to be six months.

Accordingly, we request a time extension of 180 calendar days to the completion dates required by Paragraph 108.08 and to the period for Union Pacific Railroad protective services allowed by Paragraph 107.24(d) of the Special Provisions.

We have repeatedly requested time extensions to this contract. When these requests are ignored, our least costly alternative is to accelerate the project schedule to minimize potential liquidated damages. We will expect additional compensation for all previous and future accelerative measures undertaken to meet the current contract completion dates.

We urge you to recognize the reality of the delays that have occurred to date and the seriousness of this situation. Our experience in similar instances has been the Owners generally prefer to accelerate the project schedule rather than accept delayed completion. We believe that the State's interests would best be served by adopting a realistic completion schedule with appropriate compensation to us for accelerative measures required.

As we explained to you, we believe the project schedule at this point can be further accelerated to meet the following modified completion dates.

1. Complete LRT Line through sub-ballast from Station 2095 back by approximately July 31, 1984.
2. Complete LRT Line through sub-ballast by approximately November 30, 1984.
3. Complete all work to be done under the contract by approx. January 31, 1985.

Serial Letter No. 175
January 24, 1984
page 2

Subject: Request for Time Extension

Please give this matter your fullest attention:

Very truly yours,

S. J. Groves & Sons Company

Robert D. McClure
Project Manager

RDM:ve

At such times as work on the project requires the use of flagmen, other than incidental very short term, and locations for sign installations are not shown on the plans, the contractor shall install one each of OW23-2-36 "Be Prepared To Stop" and OW20-7-36 "Flagger Ahead" signs spaced approximately 350 feet apart with the OW20-7-36 sign approximately 300 feet in advance of the flagman's location.

Delete the 8th paragraph of subsection 111.31 of the Standard Specifications and substitute the following:

Normally signs shall be mounted at the height shown on the plans, however, the contractor will be permitted to mount signs a minimum of one foot above pavement level provided the signs are equipped with high level flags and also provided the signs are not used for more than 48 hours in any one location.

TEMPORARY ROADWAY ILLUMINATION

Scope - The work to be done under this contract shall consist of providing all labor, material and equipment for the temporary roadway illumination.

The contractor shall provide for and furnish the electrical energy for the temporary illumination circuit and shall maintain the illumination equipment for as long as it is in operation.

General - Miscellaneous and incidental materials required for the complete illumination installation that are not mentioned on the plans or in these specifications shall be furnished and placed by the contractor. Such materials shall be of good quality and suitable for the use intended. See "Section 651 - Highway Illumination" and "Section 661 - Traffic Signals" of the Standard Specifications for methods and materials not shown or noted.

There are some City of Portland luminaires on the existing o'xing structures that shall be reinstalled for temporary illumination of the detour structures where indicated on the plans. Temporary luminaires that are not damaged and are in good operating condition, as determined by the engineer, may be reused for the permanent illumination and shall be reinstalled in accordance to subsection 650.34.

(a) Wood Poles - Poles shall be placed as shown on the plans, and in conformance with subsection 661.39. Pole lengths shall be sufficient to provide the specified mounting height for the luminaires above the pavement and to provide the basic clearances for conductors indicated below. Preservative treatment will not be required.

Stage VII - Light westbound lanes from Station 1025 to Station 1138 from poles mounted on temporary barrier south of the westbound lanes: Light eastbound lanes from Station 1025 to Station 1138 from poles mounted on temporary barrier north of the eastbound lanes.

Stage VIII - Light westbound lanes from Station 1056 to Station 1138 from poles mounted on temporary barrier south of the westbound lanes: Light eastbound lanes from Station 1025 to Station 1138 from poles mounted on temporary barrier north of the eastbound lanes.*

Stage IX - Light westbound lanes from Station 1025 to Station 1138 from poles mounted on temporary barrier north of the westbound lanes: Light eastbound lanes from Station 1025 to Station 1138 from poles mounted on temporary barrier north of the eastbound lanes.*

Stage X - Light westbound lanes from Station 1111 to Station 1127 from poles mounted on temporary barrier north of westbound lanes.*

Stage XI - Light the same as for Stage X.*

The temporary illumination for the detour structures shall be in operation at night when traffic is on the detour structure.

Existing luminaires shall be reinstalled the same day traffic is detoured such that traffic is always on an illuminated section of roadway.

*NOTE: When permanent roadway lighting is in place and operational, the temporary lighting which illuminates the same roadway area may be removed. In any case, either temporary or permanent illumination of the traffic lanes shall be in operation during hours of darkness.

TEMPORARY TRAFFIC SIGNALS

The furnishing, installing, maintaining and removing of traffic signal equipment at N.E. 33rd. Ave. and "BT" Line westbound off-ramp shall conform to the applicable requirements of Sections 660 and 661 of the Standard Specifications supplemented and/or modified as follows:

The delineators shall conform to the dimensions for Type 1 as shown on Drawing No. 2129 and the applicable portions of subsection 623.32, 711.01 and 711.02. Delineator targets shall be white with Black 3-inch series "B" letters reading "JCT. BOX". Reflectors are not required.

651.38(a) General - The repair of damaged galvanizing shall be done in conformance with subsection 707.02(d) except that 1-1/2 ounces of leafing aluminum powder shall be added to each quart of formula 22-74 zinc dust-zinc oxide primer.

651.41 Electrical service - The service entrance conduit to the utility pole shall be a minimum of 30 inches below final grade with pull wire. Conduit elbows shall have a minimum radius of 36 inches. Conduit shall extend up the pole to a point 12 inches above the ground. The exact position of the conduit on the pole shall be determined by Portland General Electric.

651.4(a-1) Circuit breakers - Circuit breakers shall conform to Federal Specifications W-C-375a. All 100 ampere frame breakers shall be Class 2a for single pole breakers, and shall be Class 2d for multiple pole breakers; 225 ampere frame breakers shall be Class 3b; 400 ampere frame breakers shall be Class 4b; 800 ampere frame breakers shall be Class 5b.

651.44(c-2) Lamp size and type target code - (Not required on City of Portland poles.)

HIGH PRESSURE SODIUM

Lamp Size (universal mounting)	Target Width and Color
150 W	three 1/2-inch Yellow
200 W	one 1-inch Yellow
310 W	one 1-inch + two 1/2-inch Yellow

651.47 Field Test - The contractor shall provide for and furnish the electrical energy for illumination until the system is accepted by the engineer.

For field test only

651.91 Payment - Payment for furnishing all labor, tools, materials, and doing all work called for by the plans and specifications under this Section will be made at the contract lump sum amounts for the following items:

(a) Pole Foundations
(b) Roadway Lighting Poles and Arms
(c) Luminaires, Lamps and Ballasts
(d) Switching, Conduit, Wiring, Etc.

-3513

UMTA-OR-23-9001

rll

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. & IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/11/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 10/30/84 the revised utility costs for the City of Portland, Bureau of Water Works water main relocation at the NE 28th Avenue U'Xing are approved for a TEC of $87,065.06; Federal Funds $74,005.30 (OFW #4).

(Increase TEC $40,350.60; Federal Funds $34,297.30 contingent upon modification of Project Agreement if additional funds are required.)

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
11/6

14. DATE 11/5/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: Oct. 30, 1984

SUBJECT: Cost Overrun
Water Main Relocation
Bureau of Water Works
City of Portland
NE 28th Ave. Undercrossing
NE Union Ave.-NE 87th Ave. Utility Project
Columbia River Hwy. (Banfield Transitway)
Multnomah County
UMTA Project #OR-23-9001 (IX-68(4))

NOTED
E. S. HUNTER

Reference is made to D. E. Swan's letter of September 8, 1982, which submitted an estimate of cost for the relocation of the Bureau of Water Works' 36-inch water main and to your letter of Approval and/or Authorization, dated October 4, 1982 which approved participation in the estimated cost of $46,715. Copies of D. E. Swan's letter and your PR-1240 are attached.

The relocation of the water main has been completed and billings of cost, totalling $87,065.06, received. The final cost of $87,065.06 exceeds the estimated cost of $46,714.36 by $40,350.07 or 86.38%. The Bureau of Water Works, in a letter dated March 19, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. A copy of the Audit Report is attached. The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $87,065.06 is requested.

JMC/GAP/vlw
Attach.
cc: E. S. Hunter ✓
J. M. Cartwright
Rich Evans
Dick Fleming

RECEIVED
STATE HWY ENGR
NOV 1 '84
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Pla 7

IX-68(4) and Broadfield

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/11/82	Primary 68	Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 10/8/84 the approval date of 6/11/82 is granted to provide "pipe joint bonding" to all previously authorized water facility relocation. Work by the City of Portland, Bureau of Water Works forces is approved on an actual cost basis estimated to be $9,308.85; Federal Funds $7,912.52.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO Potter
FOR
Info | Inve | R/D | D.k | Sign

Orig to
10/18

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/11/84	D K	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

95-2

TLA 8 M
Banfield

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO
FOR

October 8, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Pipe Joint Bonding
Bureau of Water Works
City of Portland
NE Union Ave.-NE 87th Ave. Utility Project
Banfield Light Rail Project
Multnomah County
Project No. UMTA-OR-23-9001

Here is a copy of estimates of cost from the Bureau of Water Works to bond various pipe joints dated August 19, 1983, and a sketch showing the proposed bonding process.

Tri-Met has agreed to reimburse the Bureau of Water Works for the cost of the joint bonding. See attached letter dated May 10, 1984.

Copies of the relocation letters to the Bureau of Water Works were previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, evidenced above, under the provisions of PPM 30-4 and 30-4.1 is requested. The previously approved authorization dates for the relocation work will apply to this pipe joint bonding. Estimated cost to the State is $9,308.85.

JMC/GAP/nv
Enclosure
cc: √ E. S. Hunter
J. M. Cartwright
R. L. Fleming

8/11/84

RECEIVED
STATE HWY ENGR
SEP 4 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

SENT
Coulte

Mr. Al Harwood
Metro Operational Engineer
Oregon Highway Department
5821 NE Glisan
Portland, Oregon

Dear Mr. Harwood,

Regarding the construction of the Banfield Transitway between I205 and Union Avenue, what is going to happen when it rains? It would appear that the same hillside erosion that occurred last year will occur again this year since very little has been done to stabilize erodable slopes along the length of the project.

The construction contract wording required by the Federal Highway Administration, provides for the state engineer in charge of the project to take action to prevent serious soil erosion. Please refer the Supplemental Required Contract Provision "Temporary Project Water Pollution Control (Soil Erosion) Special Provision". $200,000 extra was spent to dump rock on unstable slopes near the Holiday Exit, why can't a much smaller amount be authorized to stabilize unstable slopes throughout the project with mulch, net and seeds or plants? When will catch basins be protected from eroding silt?

I beleive that the Oregon State Highway Department can lead the way in preventing environmental damage from soil erosion. You should be an example to other public construction agencies and engineers including Multnomah County, Washington County and Clackamus County who have responsibility for maintaining the county road systems in the Portland metropolitan area. Do you have examples that I could document where your agency has done an outstanding job of soil erosion control? Please do something on the Banfield!

I would like to have a copy of the original environmental impact statement or that part of it that refers to soil erosion control. In addition would you please send me a list of all current and proposed State Highway Projects in Multnomah County that involve extensive grading to me personally and to the East Multonomah County Soil Conservation District. At the same time please give me a list of additional work on the Banfield not bid in the original contract with a value over $50,000 per item. Thank you.

Sincerely yours,

cc Jane Cease, Ron Wyden, Region 10 Administrator Federal Highway Administration

Jerome K. [illegible]

RECEIVED
From
AUG 27 1984
Region (Fiala)
OREGON DIVISION

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1984

In Reply Refer to
File No.:

CON 5

S. J. Groves & Sons Company
Box 1267
Minneapolis, MN 55440

Time Extension Request
Contract No. 9513
NE Union Ave.-NE 39th Ave.
FAP No. IX-68(5)

Your request for an additional 180 calendar days in which to complete the above project has been carefully reviewed. You requested an additional 69 "working days" due to a list of some 20 causes of delay, some of which were acknowledged to be concurrent. I will not attempt to review our findings on each of the claimed causes of delay in this letter. Project Manager Paul Barnhart will discuss the items with you, if you desire.

A review of the listed items and the project records has been made and a contract time adjustment of an additional 116 calendar days is granted for completion of phase "a" of the project, and a contract time adjustment of an additional 161 calendar days is granted for phase "b" of the project. The adjusted contract time of completion of phase "a" is October 24, 1984, and the adjusted contract time of completion of phase "b" is 1011 calendar days.

Your request for additional railroad protective time is being reviewed. Project Manager Paul Barnhart will contact you in the event that additional information is required.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Paul Barnhart w/att.
FHWA w/att.
Bruce Walton

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. FREDRICKSON
Construction Engineer

DATE: August 10, 1984

FROM: Allan C. Harwood
ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT:
UNION AVENUE-39th AVENUE SECTION
COLUMBIA RIVER HIGHWAY
CONTRACT NO. 9513

Enclosed is a request from the contractor on the subject project for an increase in time in which to complete work without assessment of liquidated damages.

The contract requires that the light rail zone be made available to Tri-Met on June 30, 1984. All of the delays cited in Paul Barnhart's analysis of the claim affected both the light rail zone work and the ultimate completion date.

Paul has analyzed the request and I agree with his analysis except he indicates we are trading, in a number of instances, summer days for winter days and applies a factor of 2. This is fine for the ultimate completion date, which is projected to be November 15 based on 850 calendar days set up in the project. However, on interim completion date of June 30, any days added to that completion date would be summer days.

In the early phases of the project the critical items of work for both the light rail and the project completion was the installation of storm sewer. The contractor had to accomplish this work before he could move on to other critical items of work and any work he did not complete during that summer had to be completed during the winter. So it's my opinion that the factor 2 should be applied to delays to work in the light rail zone which occurred the first summer. I also recommend that for delays which occurred during the construction season, two days of additional time be granted for each day of delay on the total completion of the project. In my opinion summer delays to early completion work which occurred after the first summer, a day of time for each day of delay is adequate and fair.

I recommend the 161 days that Paul came up with be granted for completion of the total project and ~~100~~ 126 days be granted for completion of the light rail portion of the project.

Attached is a sheet with a tabulation showing the items that I have recommended time on and items that I have recommended two days be granted.

8-20-84
W. E. Schwartz -
I concur with Region.
D. B. Jackson

ACH/gw/cp
Attachment
cc Paul Barnhart

CE ... CAE ✓ RECEIVED LS — TC —
COE ...... OM ......
SA ..... CC ......
CA ...... AUG 13 1984 FE ......
CAM ......
MA ......
CP ______ CONSTRUCTION QCS ......
EEO ______ SECTION FILE ......

81-125-1387

CL 84-136

bc: Secretary of State -
Please acknowledge receipt
of this claim on the enclosed
copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 25, 1984

FILED
JUL 27 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9513

Bill Wright, President
Wright Crane Co.
19998 S. Meyers Road
Oregon City, OR 97045

Dear Mr. Wright:

This will acknowledge your letter of July 18, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Wright Crane Co.
AMOUNT:	$19,205.64 plus interest of $2,304.72 and attorney fees.
FOR:	Labor and materials
AGAINST (Prime contractor)	S. J. Groves & Sons Company
SUBCONTRACTOR:	Atlas Building Wreckers
CONTRACT NO.:	9513
PROJECT:	NE Union Ave.-NE 39th Ave. (Banfield Light Rail), Columbia River Highway, Multnomah County
SURETY:	The American Insurance Co.

This is in connection with a previous claim in the amount of $19,083.14 plus interest filed in January of this year. A release of claim dated February 20, 1984, had also been received. However, according to a letter dated March 29, 1984, from your attorney and your phone call of July 24, 1984, the claim was not paid.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
8-1-84 kjm

RECEIVED
[illegible] 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: S. J. Groves & Sons Company
The American Insurance Co.
McEwen, Hanna, Gisvold & Rankin

8

WRIGHT CRANE CO.
PILE DRIVING ☆ CRANE SERVICE
19998 S. MEYERS RD. — OREGON CITY, OR 97045
655-4448

July 18, 1984

R. Gormien
Oregon State Transportation Dept.
Room 121, Transportation Building
Salem, Oregon 97302

Re: Contract #9513, S.J. Groves

Dear Mr. Gormien,

In reference to the above job, we are still unpaid. We worked for Atlas Building Wreckers in October and November, 1983. The amount they owe us is $19,205.64 plus interest of $2,304.72 and attorney fees so far of $2,000.00.

Our attorney filed a Notice of Claim to the Oregon Department of Transportation on January 3, 1984 and a copy of said Claim is enclosed for your information. We are under the impression that the reason a bond is required is to protect sub-contractors from this very situation.

Is there anything that can be done to expedite the payment of this past due bill? Atlas Building Wreckers is on the verge of bankruptcy, so we are looking to the bonding company to settle this.

Please let us hear from you on this matter.

Sincerely yours,

WRIGHT CRANE CO., INC.

Bill Wright

Bill Wright, President

WEWd
Enclosure

RECEIVED
19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Oregon Department of Transportation
Highway Division
c/o Secretary of State
State Capitol
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, Wright Crane Company, Inc., has a claim for labor and equipment furnished to Atlas Building Wreckers in the sum of $19,083.14, plus interest at the rate of 1-1/2% per month until paid, against the following bonds for the undersigned's work in connection with the demolition and removal of bridges on the I-84 Banfield Expressway Project, Portland, Oregon (Contract No. 9513):

Bond Company	Bond Principal	Bond Number
Union Indemnity Insurance Company of New York	Atlas Building Wreckers, Inc.	B00035153
Fireman's Fund Insurance/ American Insurance Co.	S. J. Groves & Sons (General Contractor)	4-01 KLA-3215579

DATED this 3rd day of January, 1984.

WRIGHT CRANE COMPANY, INC.

By s/ J. PATRICK O'MALLEY
Of Attorneys for Wright Crane Company, Inc.

WRIGHT CRANE COMPANY, INC.
Address: 19998 South Meyers Road
Oregon City, OR 97045
Phone: (503) 665-4448

COPIES TO:

Union Indemnity Insurance Company of New York

Fireman's Fund Insurance / American Insurance Co.

Atlas Building Wreckers, Inc.

S. J. Groves & Sons

Department of Transportation, Highway Division

RECEIVED
JUL 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#9313

RECEIVED
STATE HWY ENGR
JUL 5 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 3, 1984

Jerome K. Fulton
Board Member
East Multnomah County Soil
Conservation District
1812 NE 45th
Portland, OR 97213

NOTED

copies

This is in response to your letter concerning erosion control standards on highway construction projects, port, irrigation and drainage projects, and operations of the State Forestry Department.

You expressed specific concerns with regard to soil erosion on the Banfield project. All contracts for highway construction in the State of Oregon contain provisions requiring actions by the contractor to mitigate water pollution due to soil erosion. Highway contracts limit the amount of area the contractor can open up at any one time for construction, and require the contractor to develop a schedule that will minimize erosion and water pollution in those areas where active construction is under way.

The nature of highway construction requires that relatively large areas be opened up that are susceptible to erosion, and for which many of the normal erosion control measures utilized in the agriculture industry are not effective. Ideally, we would schedule these phases of work so that they would occur during the summer months and be completed early enough to allow ground cover to be in place before the winter rains commenced.

Even under the best of conditions, however, we recognize that erosion will occur. Therefore, our contract requirements are written to minimize the amount of eroded material that is allowed to reach the waterways. This is achieved through various techniques, including construction of settling ponds, erection of dams made of straw bales or other porous material that will allow passage of water but block the passage of the sediment the water carries, covering of erodable soil with mulch or fabric material to minimize erosion, chemical treating of erodable slopes, and various other techniques.

On the Banfield project, the most effective technique, that of stopping work during the rainy season, was not an option due to the short time given to complete the project. Also, due to the limited work space most of the area that is opened up is repeatedly disturbed and stirred up, making it more susceptible to erosion. This year has been a particularly bad year for us because rains of faily heavy intensity seem to keep recurring through what is normally a reasonably dry time of year.

Your observations are correct that the most serious erosion problem exist between 33rd and 47th. East of 47th the soils are more granular and less susceptible to erosion. Even between 33rd and 47th, however, in terms of area, there is not a great deal exposed and, while erosion in some locations was quite severe, it is our estimate that the actual material lost is in the tens of cubic yards rather than in the thousands of cubic yards.

To answer your two separate questions, then, on highway construction: yes, the contractor has been performing according to the contract signed and approved by the State Highway Division; and, yes, Oregon does have soil erosion control standards that are applied to state highway construction projects and contracts.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Hwy ✓

RECEIVED
JUN [illegible]

0 2606

1812 ne 45
Portland, Oregon 97213
June 11, 1984

Governor Victor Atiyeh
State Capitol
Salem, Oregon

Dear Governor Atiyeh:

Soil erosion from the Banfield Transitway construction appears to be a very serious problem. Would you please explore the following questions?

1. Is the contractor performing according to the contract signed and approved by the State Highway Department?

2. Does Oregon have soil erosion control standards that are applied to all state highway construction projects and contracts?

3. Does Oregon have soil erosion control standards that are applied to port, irrigation, and drainage projects?

4. Does Oregon have soil erosion control standards that are applied to the operations of the State Forestry Department?

The specific situation that is worthy of your attention is the transitway construction between 33rd and 47th on I-84 in the City of Portland. It appears that thousands of cubic yards of silt may have reached local waterways.

Sincerely yours,

Jerome K Fulton

Jerome K. Fulton
East Multnomah County
Soil Conservation District
Board Member

JKF/mwf

cc: OREGONIAN City Desk
Mayor Frank Ivancie
County Excutive Dennis Buchanan
Jane Cease, State House of Representatives
Jim Gardner, State Senator

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6/20
due
6/27

RECEIVED
STATE HWY ENGR
JUN 19 '84
REFER TO
E. Hardt
FOR

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JUN 15 '84
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Bell
FOR

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JUN 14 1984

Pla 8

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/13/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Revised Utility Costs

RECEIVED
STATE HWY ENGR
JUL 2'84
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 6/19/84 I approve the revised costs for the 16 inch water main relocation by the City of Portland, Bureau of Water Works to $13,891.70; Federal Funds $11,807.94.

(Increase TEC $8,514.70; Federal Funds $7,237.94)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

14. DATE 6/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 6/26

7. DATE AUTHORIZATION EFFECTIVE 3-9-84
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
N.E. Union - N.E. 39th

11. GENERAL DESCRIPTION OF WORK
Furnish and install A.C. isolators in Traffic signal cabinets

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3-9-84 as requested in Mr. Fredrickson's letter of 5-18-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 16 is approved for TEC of $1,200 Federal Funds $1,020.

14. DATE 6/22/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

June 19, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
16" Water Main Relocation
NE 16th Ave. @ 42" Storm Sewer
NE Union Ave.-NE 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

Reference is made to D. E. Swan's letter of September 13, 1982, which submitted an estimate of cost for the relocation of the Bureau of Water Works' 16-inch water main and to your Letter of Approval and/or Authorization, dated October 4, 1982 which approved participation in the estimated cost of $5,377. Copies of my letter and your PR-1240 are attached.

The relocation of the 16-inch water main has been completed and a final billing of cost, in the amount of $13,891.70, received. The final cost of $13,891.70 exceeds the estimated cost of $5,376.38 by $8,515.32 or 158.38%. The Bureau of Water Works, in a letter dated March 15, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $13,891.70 is requested.

JMC/GAP/nv
Attachments
cc:✓E. S. Hunter
J. M. Cartwright
R. L. Fleming
Rich Evans, Hwy. Acct.

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO: IX-68(5)

2. STATE PROJECT NO: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO:

5. ITEM NO.: 10030

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/5/84	Primary 68	Primary 2

10. GENERAL LOCATION

NE Union Avenue - NE 39th Avenue

11. GENERAL DESCRIPTION OF WORK

Add an auxiliary file to traffic controller NE Sandy Blvd/NE Halsey intersection with 37th Avenue

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/5/84 as requested in Mr. Fredrickson's letter of 6/5/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 17 is approved for a TEC of $500, Federal Funds $425

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/19/84	J. K. Hossner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Pla 8

Banfield

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-1-84

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE. UNION AVENUE - NE. 87th AVENUE

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of May 25, 1984, this will confirm the advance approval date of May 1, 1984, contingent upon modification of Project Agreement if additional funds are required, to proceed with the inspection of the 48-inch water main (in lieu of relocation) on an actual cost basis estimated to be $7,592 - Federal Funds $6,453 by City of Portland, Bureau of Water Works.

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO Potter
FOR

Info	Inves	H/D	D/R	Sign	Act	File

Orig. to 6/15

14. DATE 6-8-84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah
3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division 5-30-84
4. PROGRAM NO.
5. ITEM NO. 10030
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/11/83
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2
10. GENERAL LOCATION: NE Union - NE 87th Avenue
11. GENERAL DESCRIPTION OF WORK Revised Utility Costs
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 5/15/84 and contingent upon modification of Project Agreement if additional funds are required, I approve the revised costs for the Hazelwood Water District's water facilities at the Glisan Street structure to a TEC of $9,869.63. (SFO #7)

(Increase TEC $3,926.99)

RECEIVED
STATE HWY ENGR
JUN 4 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/30/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7513

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

May 9, 1984

Mr. Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: A-T Bowling Center v. State of Oregon

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include State of Oregon, Department of Transportation; City of Portland; S.J. Groves and Sons Company. The matter concerns impairment of access to a bowling alley.

I have assigned this case to Trial Attorney Bill Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj
cc: Keith Martin
Bryant Jackmund

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RECEIVED
DOT DIRECTOR
MAY 11 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

F

April 12, 1984

Rose and Sanders
Attorneys at Law
400 SW Sixth Avenue, Suite 907
Portland, OR 97204

COM 5
#9513
#9294

Attention: Steven M. Rose

Gentlemen:

Thank you for your letter of April 5, 1984, on behalf of your client, Joey S. McGowan, stating that his claims on Contract Nos. 9513 and 9294 have been settled.

You state this is in reference to the S. J. Groves & Sons Company Contract No. 9513 for work on the NE Union Avenue-NE 39th Avenue (Banfield Light Rail) Project in Multnomah County.

Contract No. 9294 was with Hoffman Construction Company and was for the Justice Center, Phase 3, Project.

This information will be noted in our records and we will advise the sureties and the contractors.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

The American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

bc: Bob Ellison

FKN:kjm

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 907
400 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

April 5, 1984

Robert W. Gormsen
Commission Services
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: McGowan v. S. J. Groves and
Sons Company and N. Young's
Steel Fabrication Co.
Contract No.: 9513
McGowan v. Hoffman Construction
Company, N. Young's Steel
Fabrication Co., Inc. and
Seaboard Surety
Contract No. 9294

Dear Mr. Gormsen:

Please be advised:

1. Our claim on Contract Number 9513 has been settled.

2. Our claim on Contract Number 9294 has been settled with Hoffman Construction Company and its surety, Seaboard Surety Company. We anticipate asking the court for a default judgment against N. Young's Steel Fabrication Co., Inc.

Yours very truly,

Steven M. Rose

SMR:sr
cc: Joey S. McGowan

RECEIVED
APR 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9513

April 12, 1984

Rose and Senders
Attorneys at Law
400 SW Sixth Avenue, Suite 907
Portland, OR 97204

CON 5
#9513
#9294

Attention: Steven M. Rose

Gentlemen:

Thank you for your letter of April 5, 1984, on behalf of your client, Brian Mills, stating that his claims on Contract Nos. 9513 and 9294 have been settled.

You state this is in reference to the S. J. Groves and Sons Company Contract No. 9513 for work on the NE Union Avenue-NE 39th Avenue (Banfield Light Rail) Project in Multnomah County.

Contract No. 9294 was with Hoffman Construction Company and was for the Justice Center, Phase 3, Project.

This information will be noted in our records and we will advise the sureties and the contractors.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

The American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

bc: Bob Ellison

FKN:kjm

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 907
400 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

April 5, 1984

Robert W. Gormsen
Commission Services
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Mills v. S. J. Groves and Sons Company and N. Young's Steel Fabrication Co.
Contract No.: 9513
Mills v. Hoffman Construction Company, N. Young's Steel Fabrication Co., Inc. and Seaboard Surety
Contract No. 9294

Dear Mr. Gormsen:

Please be advised:

1. Our claim on Contract Number 9513 has been settled.

2. Our claim on Contract Number 9294 has been settled with Hoffman Construction Company and its surety, Seaboard Surety Company. We anticipate asking the court for a default judgment against N. Young's Steel Fabrication Co., Inc.

Yours very truly,

Steven M. Rose

SMR:sr
cc: Brian Mills

RECEIVED
APR 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9513 4-6-84 F

MULTNOMAH COUNTY
CASHIER
1984 APR -6 PM 1:55

NOTED
H. S. COULTER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

A-T BOWLING CENTER, INC.,
an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON DEPARTMENT OF TRANSPORTATION, CITY OF PORTLAND, S. J. GROVES & SONS COMPANY,

Defendants.

Case No. A8404-02108

TEMPORARY RESTRAINING ORDER AND ORDER TO SHOW CAUSE

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 12 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

This matter having come before the Court upon Plaintiff's Motion for Temporary Restraining Order and Order to Show Cause, the Court being advised in the premises and the Court finding that immediate and irreparable damage will result to Plaintiff unless the relief sought is granted prior to the conduct of a contested hearing, and the Court having reviewed the Affidavits submitted relating to attempts to notify Defendants of Plaintiff's intention to apply for a Temporary Restraining Order,

The Court finding that reasonable attempts to notify Defendants of the application of a Temporary Restraining Order have been made, the Court further finding that the alleged injury is immediate and irreparable because construction of a retaining wall will eliminate or seriously impair the only egress and ingress connected with the Plaintiff's Bowling Center parking lot thereby harming Plaintiff's ability to conduct business,

NOW, THEREFORE, IT IS HEREBY ORDERED that Defendants and each of them are restrained from erecting a retaining wall in front of the Timber Lanes Bowling Center, or any portion thereof, said property being located at 4030 NE Halsey, Portland, Oregon.

IT IS FURTHER ORDERED that Defendants and each of them shall appear before this Court on the 13 day of April, 1984

CALL DATE APRIL 12, 1984

at _____ o'clock ___.m. to show cause, if any they have, why a preliminary injunction should not be issued restraining Defendants, while this action is pending, from erecting a retaining wall in front of the Timber Lanes Bowling Center, or any portion thereof, said property being located at 4030 NE Halsey, Portland, Oregon.

IT IS HEREBY FURTHER ORDERED that with respect to security pursuant to ORCP 82, ________________________________.

ISSUED THIS 6 day of April, 1984 at 2:39 p.m.

Circuit Court Judge

Undertaking

$10,000.00

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

A-T BOWLING CENTER, INC.,)
an Oregon corporation,)
)
Plaintiff,) Case No.
)
vs.) AFFIDAVIT IN SUPPORT OF
) MOTION FOR TEMPORARY
STATE OF OREGON DEPARTMENT) RESTRAINING ORDER AND
OF TRANSPORTATION, CITY OF) ORDER TO SHOW CAUSE
PORTLAND, S. J. GROVES & SONS)
CONSTRUCTION COMPANY,)
)
Defendants.)

STATE OF OREGON)
) ss.
County of Multnomah)

I, ALAN GUGGENHEIM, being first duly sworn, do depose and say:

I am the Vice-President of A-T Bowling Center, Inc., Plaintiff herein. Plaintiff owns and operates the Timber Lanes Bowling Center located at 4030 NE Halsey, Portland, Oregon, hereinafter referred to as the Bowling Center. I am the chief operating officer of the Bowling Center.

The Defendants are engaged in a construction project on NE Halsey Street between 39th Avenue and 41st Avenue.

Access to the Bowling Center parking lot is from NE Halsey, said access being located at approximately 40th and Halsey.

Prior to commencement of the construction project, ingress and egress was by proceeding eastbound on Halsey.

Since commencement of the construction project, due to changes in the traffic flow caused by Defendants, ingress and egress to Plaintiff's property has been by proceeding westbound on NE Halsey. The eastbound NE Halsey access was eliminated. Access is also available by proceeding southbound on 40th Avenue and crossing NE Halsey.

NE Halsey, east of 40th Avenue, is two way, i. e., eastbound and westbound.

As part of the aforementioned construction project Defendants plan to erect a concrete retaining wall along the southern most lane of NE Halsey immediately in front of the Bowling Center property. Erection of the concrete retaining wall would eliminate access to the Bowling Alley parking lot by eliminating westbound access from Halsey and access by 40th Avenue.

As soon as I became aware of Defendants' plans to erect the concrete retaining wall in front of the Bowling Center property, I immediately started discussing with the Oregon Department of Transportation project manager ways of providing access to the Bowling Center parking lot. Similarly, I engaged in conversations with representatives of the other Defendants herein and said discussions have continued for three weeks. I was told by Defendants that work on the retaining wall would be suspended while negotiations continued.

On the morning of April 5, 1984, I was informed by Mr. Paul R. Barnhart, project manager, that despite on going discussions regarding the access problems, construction of the concrete

//

retaining wall in front of the Bowling Center would commence immediately.

However, Defendants have acknowledged to me that construction of the retaining wall at this point in time is not essential.

If Defendants are allowed to commence construction of the concrete retaining wall in front of the Bowling Center property, egress and ingress to the Bowling Center parking lot would either be eliminated or severly restricted and rendered unsafe.

No condemnation proceedings have been initiated by Defendants.

Allowing construction of the retaining wall in front of the Bowling Center property while this litigation is pending would result in serious and irreparable damage to Plaintiff by making it impossible or extremely difficult and unsafe for Plaintiff's customers to enter the Bowling Center parking lot. There is no substantial parking for Plaintiff's customers other than Plaintiff's parking lot. A decline in business would be immediate upon commencement of construction of the retaining wall and would irreparably damage the ability of the Bowling Center to conduct its business in the future.

On April 5, 1984 I contacted Robert D. McClure, project manager for Defendant S. J. Groves & Sons Construction Company and informed him of our intention to obtain a Temporary Restraining Order this day at 2:00 p.m.

A Restraining Order is necessary at this time because

Defendants are about to erect the retaining wall.

Alan Guggenheim

Subscribed and sworn to before me this 6th day of April, 1984.

Notary Public for Oregon
My commission expires:

Employers Insurance of Wausau

IN THE CIRCUIT COURT OF THE STATE OF OREGON
IN AND FOR MULTNOMAH COUNTY

NO. A8404-02108

Bond No. 2350 16 043394

A-T BOWLING CENTER, INC., an Oregon corporation,
Plaintiff

vs.

STATE OF OREGON DEPARTMENT OF TRANSPORTATION, CITY OF PORTLAND, S.J. GROVES & SONS COMPANY,
Defendant

UNDERTAKING ON

☒ Temporary Restraining Order
☐ Preliminary Injunction
☐ Injunction
☐

WHEREAS, by an Order of the above entitled Court made on the 6th day of April, 19 84, Plaintiff was required to file an undertaking in the sum of $ 10,000.00 as a condition for a Temporary Restraining Order to be in effect restraining and enjoining the above named Defendant from the commission of certain acts as more fully set forth in said Order,

NOW, THEREFORE, we A-T BOWLING CENTER, INC., as Principal, and EMPLOYERS INSURANCE OF WAUSAU A Mutual Company a corporation, organized and existing under the laws of the State of Wisonsin and authorized to transact business in the State of Oregon as Surety, in consideration of the premises and the issuance of said Temporary Restraining Order, do hereby jointly and severally undertake to pay all costs and disbursements that may be decreed to the Defendant and such damages not exceeding the amount of Ten Thousand and no/100ths Dollars ($ 10,000.00), as the Defendant may sustain by reason of said Temporary Restraining Order if the same be wrongful and without sufficient cause.

IN WITNESS WHEREOF, we have each set our hands this 6th day of April, 19 84.

A-T BOWLING CENTER, INC.
Principal

BY:

EMPLOYERS INSURANCE OF WAUSAU
A Mutual Company

By Vicki A. Schumacher
Attorney-in-Fact
Vicki A. Schumacher

F

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN

DES

TO: Jack Sollis

DATE: April 6, 1984

FROM: Donald L. Trout Don Trout /bn

SUBJECT: Raoul P. Smith v. State of Oregon
Multnomah County Circuit Court A 8312-07580
Claim 125-073-L16345

In response to your request for answers to questions asked by Mr. John McLean, I contacted our Mr. Walt Hart, Bridge Engineer, Mr. Ed Hardt, Metro Region Engineer and Mr. C. O. Frederickson, Construction.

Each of their replies are attached and I believe they have answered the questions. Please call if you need more information.

DLT:bn
Attachments

cc: E. S. Hunter ✓

TECHNICAL SERVICES
APR 6 '84
REFER TO

81-125-1387

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
MAR 19 1984
LEGAL

TO: Jack Sollis, AIC
Transportation Section

DATE: March 16, 1984

FROM: John C. McLean JCM
Assistant Attorney General

SUBJECT: Raoul P. Smith v. State of Oregon
Mult. Co. Cir. Ct. No. A8312-07580
Claim No. 125-073-L16345

NOTED
JACK L. SOLLIS

On October 5, 1983, plaintiff was rear-ended while riding his bicycle south across the detour structure over the Banfield freeway at N.W. 21st Avenue in Portland. He claims the State was negligent in the particulars found in paragraph IX of his enclosed complaint. I reviewed the agreement between the State and the City of Portland pertaining to the contract work in question and concluded that the State was responsible for maintaining the structure at that time, and I therefore accepted the city's tender of defense. Now the contractor has tendered its defense to the State, by letter of which a copy is enclosed. I need more information concerning the facts before I can properly respond to that tender, and would appreciate your help in obtaining same.

Please have someone review the statement of facts pertaining to design modification which the attorney sets forth and let me know whether it is accurate. Was it the responsibility of Groves to design the structure? (If so, I need the contract provision which establishes that.) If not, why was it that Groves made any modifications at all in the plans prepared by highway people? Finally, do you agree with me that even if design responsibility was ours and the construction and signing was 100% in accordance with that shown on the plans the contractor still had an obligation to place any additional warning signs that may be needed, by virtue of subsection 111.01 in the standard specifications?

lm
enclosures

3-21-84

NOTED
E. S. HUNTER

[illegible]

cy: Hunter 3/19/84

RECEIVED
TECHNICAL SERVICES
MAR 20 '84
REFER TO Trout
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

MITCHELL, LANG & SMITH
ATTORNEYS AT LAW
2000 ONE MAIN PLACE
101 S. W. MAIN STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 221-1011

VANCOUVER OFFICE
SUITE 101
215 WEST 12TH STREET
VANCOUVER, WASHINGTON 98660
(206) 695-2537
(503) 221-1011

CHARLES T. SMITH
RICHARD L. LANG
WM. H. MITCHELL
JEFFREY M. KILMER*
WILLIAM A. MASTERS
WM. KELLY OLSON
CHRISTOPHER JAMES, P.C.
E. PENNOCK GHEEN
MICHAEL A. LEHNER
DENNIS J. HUBEL
BRUCE M. WHITE
THANE W. TIENSON*
ANDREW K. CHENOWETH

DONALD E. HERSHISER
OF COUNSEL

STEPHEN C. VOORHEES
JOHN A. WITTMAYER
MARK R. MOLINE
SCOTT J. MEYER
JAS. JEFFREY ADAMS
SCHUYLER T. WALLACE, JR.
RANDALL A. WILEY
DAVID R. AMBROSE*
MICHAEL C. MITCHELL
PATRICK D. GILROY, JR.
LISA ALMASY MILLER
GREGORY T. BARTHOLOMEW**
ELIZABETH A. SAMSON

*MEMBER OREGON AND WASHINGTON BARS
**MEMBER WASHINGTON BAR ONLY

March 14, 1984

Mr. John C. McLean
Assistant Attorney General
500 Pacific Building
520 S.W. Yamhill Street
Portland, OR 97204

Re: Raoul P. Smith v. Dennis Cadigan, et al
Case No. A8312-07580
Our File No. 250/32359-0

Dear Mr. McLean:

This office has been assigned defense of S. J. Groves & Sons Co. in the above-captioned case. It is noted that plaintiff's allegations of negligence against S. J. Groves are identical with those made against the Department of Transportation.

I have reviewed the Department of Transportation's 21st Street overpass plans, dated February, 1982. These call for a sidewalk five feet wide and for a 28-foot roadway. S. J. Groves utilized the State's general design, but modified these plans to provide for a six-foot sidewalk and 29-foot roadway. Additionally, it appears S. J. Groves' modifications reduced the severity of the curves at the north end of the bridge. The Oregon State Highway Commission reviewed S. J. Groves' plans on February 1, 1983.

Considering that S. J. Groves' construction of the subject overpass was in general conformance with the Department of Transportation's overpass design, with the exception of providing for a wider sidewalk and roadway, I believe primary or active fault, if any, rests with the Department of Transportation's design. The "fault" of S. J. Groves is passive or secondary. Based thereon, I hereby tender defense of S. J. Groves to the State of Oregon.

Please advise us of your position relative to this tender at your earliest convenience.

Very truly yours,

Voorhees

Stephen C. Voorhees

SCV/dsw

cc: John Helander

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

RAOUL P. SMITH)
Plaintiff,)
vs)
DENNIS CADIGAN, S.J. GROVES & SONS COMPANY, THE CITY OF PORTLAND, & THE STATE OF OREGON,)
Defendants)

No. 8312 - 07580

COMPLAINT

Raoul P. Smith, for complaint against defendants, alleges:

I.

At all times material, plaintiff was a private person, living in Portland, Oregon; Dennis Cadigan ("Cadigan") was a private person, living in Portland, Oregon; S.J. Groves & Sons Company ("Groves") was a valid corporation duly licensed to do business in the State of Oregon; The City of Portland ("the City") was a municipal corporation duly organized and operating under the laws of Oregon, and The Oregon State Department of Transportation ("the Department") was an agency of the state government of the State of Oregon

II.

At all times material N.E. 21st avenue, where it overpasses Interstate 84, in Portland, Oregon, was a public highway, constructed by Groves, according to directions and under the supervision of the Department, and maintained by the City.

III.

On October 5th, 1983, plaintiff was riding a bicycle south on N.E. 21st Avenue, on the north end of the structure constructed to overpass Interstate 84, and Cadigan was driving a Toyota pickup truck on the same route, when, due to the negligence of each and all of the defendants, Cadigan's truck struck plaintiff's bicycle, throwing plaintiff to the ground.

IV.

As a direct and proximate result of the collision above described, plaintiff 's bicycle, clothes, and watch were damaged, to plaintiff's damage in the amount of $152.00.

V.

As a direct and proximate result of the said collision, plaintiff sustained broken ribs; a broken or severely strained or sprained left wrist; a sprained or strained right wrist; cuts, abrasions and bruises to both hands; cuts, abrasions and bruises to his right leg; injuries to his back, upper back, and neck, and severe pain and suffering, and may have sustained permanent injury to his hands, thumbs, wrists, back and neck, all to his general damage in the amount of $50,000.

VI.

As a direct result of plaintiff's aforesaid injuries, he was required to obtain the services of medical and health care providers, X-rays, and treatments, of the reasonable cost of $____________; the services of handypersons to perform tasks his injuries rendered him unfit to perform, of the reasonable cost of $_______________, and he lost income in the amount of $______________, all to his special damage in the amount of $______________.

VII.

Defendant Cadigan's negligence consisted of one or more of the following:

1. In failing to maintain proper control over his vehicle, so that his vehicle struck plaintiff's bicycle, throwing the bicycle out of control and throwing plaintiff to the ground;
2. Failing to maintain a proper lookout;
3. Driving at a speed which was faster than was reasonable and prudent, having due regard to the conditions then and there occurring;
4. In overtaking and attempting to pass plaintiff in a place where there was not sufficient room to overtake and pass safely;
5. In overtaking and attempting to pass plaintiff at an unsafe distance from plaintiff, and failing to use the left side of the road until safely clear of plaintiff's vehicle.

VIII.

Defendant Grove's negligence consisted of one or more of the following:

1. In designing and/or constructing the said overpass and road so there was insufficient room for a motor vehicle to safely pass a bicycle;
2. By constructing the overpass so it appeared to Cadigan, as he approached the overpass, that there was adequate

room for the vehicle to safely pass a plaintiff's bicycle, when in fact there was not;

3. By constructing the overpass so there was no reasonably safe way for a person riding a bicycle to get out of the way of a motor vehicle attempting to pass the bicycle on the north end of the overpass.

IX.

The negligence of the Department consisted of one or more of the following:

1. In designing the said overpass and road so there was insufficient room for a motor vehicle to safely pass a bicycle;

2. By designing the overpass so that to Cadigan, as he approached the overpass from the north, it appeared there was adequate room for his vehicle to safely pass a bicycle, when in fact there was not;

3. By designing the overpass so there was no reasonably safe way a person riding a bicycle could get out of the way of a motor vehicle attempting to pass the bicycle on the north end of the overpass.

X.

The negligence of the City consisted of one or more of the following:

1. In maintaining the said overpass and road so there was insufficient room for a motor vehicle to safely pass a bicycle;

2. By maintaining the roadway so that to Cadigan, as he approached the overpass, there appeared to be adequate room to pass plaintiff, when in fact there was not;

. By maintaining the roadway so there was no reasonably safe way a person riding a bicycle on the north end of the overpass could get out of the way of a motor vehicle attempting to pass the bicycle;

4. By failing to place adequate or any signs or other warnings visible to persons approaching the overpass from the north that the overpass narrows suddenly, rendering it unsafe for passing a bicycle;

5. By failing to provide or maintain a lane for bicycles going south on N.E. 21st, sufficient to reasonably protect them from being struck by overtaking and passing motor vehicles.

WHEREFORE, plaintiff prays for damages against each and all the defendants as follows:

1. For injury to property, $152.00'

2. For Special Damages, $__________;

3. For General Damages, $50,000;

Together with his costs and disbursements herein.

Barbara Radler
Barbara Radler
Attorney for Plaintiff
Bar No. 82377

9513

F

April 4, 1984

McEwen, Hanna, Gisvold & Rankin
Attorneys at Law
1100 SW Sixth Avenue
Portland, OR 97204

CON 5
#9513

Attention: Dean P. Gisvold

Gentlemen or Ladies:

In response to your letter of March 29, 1984, we are attaching a copy of the Release of Claim dated February 20, 1984, concerning Contract No. 9513 with S. J. Groves & Sons Company. The original of this Release was filed with the Secretary of State; therefore, we only have a xerox copy.

We are noting in our files that this claim has not been settled. Please advise when this claim is released.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:kjm

McEWEN, HANNA, GISVOLD & RANKIN
(FOUNDED AS CAKE & CAKE-1886)
ATTORNEYS AT LAW
SUITE 1408
STANDARD PLAZA
1100 S. W. SIXTH
PORTLAND, OREGON 97204

DONALD W. McEWEN
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
ROBERT D. RANKIN
JANICE M. STEWART
DIANE M. HICKEY
DON G. CARTER
WARREN R. SPENCER
JAMES RAY STREINZ
TIMOTHY R. STRADER
PEGGY S. FORAKER
JOHN P. SALISBURY

AREA CODE 503
TELEPHONE 226-7321

RALPH H. CAKE
(1891-1973)
NICHOLAS JAUREGUY
(1896-1974)

HERBERT C. HARDY
MICHAEL J. WALSH
OF COUNSEL

March 29, 1984

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File No. CON 5, #9513

Dear Mr. Gormsen:

By letter dated February 20, 1984 I advised that Wright Crane and Atlas Building had resolved their differences and reached settlement of the disputed matters. I also enclosed a Release of Claim to be used upon payment of the settlement amount, $16,000.

I must advise at this time that Wright Crane has received no funds from Atlas and no assurance as to when it might expect to receive said funds. Therefore, we have no alternative but to rescind the prior settlement agreement and ask that you return the Release of Claim to me.

It appears at this point that litigation will be necessary to secure reimbursement of my client's claims.

Very truly yours,

Dean P. Gisvold

Dean P. Gisvold

DPG:ps
Copy: Wright Crane Company
Atlas Building Wreckers, Inc.
S. J. Groves & Sons, Bellevue
S. J. Groves & Sons, Portland
American Insurance Company
Union Indemnity Insurance Company of New York

RECEIVED
MAR [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9513

Pla 8
Banfield

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-5-83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3-7-84 this will confirm the advance approval date of 12-5-83 to proceed with the City of Portland, Bureau of Street Lighting's relocation of a street light. Reimbursement on a lump sum bases is approved for amount of $210 - Federal Funds $178.50 contingent upon modification of Project Agreement if additional funds are required. (FO #42)

I approve the Agreement with the City of Portland, Bureau of Street Lighting.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | Inv. | R/D | D/R | Sign | Act | File

14. DATE 3-14-84

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Holloway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8

95-3

Pla [illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-14-84

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2-8-83	Primary 68	Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER (*Specify*) See Below

13. REMARKS

As requested by Mr. Potter's letter of 3-8-84 this will confirm the advance approval date of 2-8-83 to proceed with the adjustments for the City of Portland, Bureau of Water Work's water line relocation on an actual cost basis estimated to be $17,902.84 with Federal-aid participation limited to 39 percent of TEC $6,983 - Federal Funds $5,935.55 contingent upon modification of Project Agreement if additional funds are required.

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | [illegible] | RVD | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3-14-84	Robert B Holloway	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-68(5)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilkerl, Division Administrator
FHWA - Oregon Division
3-14-84

4. PROGRAM NO.

5. ITEM NO.
10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10-12-83

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 39th Avenue

11. GENERAL DESCRIPTION OF WORK
Manufacture, install and remove sign "Hollywood District"

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-12-83 as requested in Mr. Keasey's letter of 12-13-83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 14 is approved for a TEC of $3,000 Federal Funds $2,550.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
3-14-84

15. SIGNATURE OF APPROVING OFFICIAL
Robert B. Hathaway

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

8

Pla 8
Banfield

RECEIVED
TECHNICAL SERVICES
MAR) '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

March 7, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Street Light Relocation
Bureau of Street Lighting
City of Portland
N.E. Senate St. & N.E. Hassalo St. @ N.E. 44th Ave.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of a lump sum estimate of cost to relocate a street light owned by the City of Portland dated November 29, 1983, and a sketch showing their proposed relocation. The relocation work will be done by Portland General Electric Company under a "Set Fee" agreement. A certification prepared by R. L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Bureau of Lighting was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the light is a City facility on City street R/W.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 5, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $210. This work will be done under OFW No. 42.

JMC/GAP/llr
Enclosure

cc: ✓ E. S. Hunter, W. F. Cobine,
Jack M. Cartwright, R. L. Fleming

8

9513

CL 84-7

FILED
MAR 13 1984
NORMA PAULUS
SECRETARY OF STATE

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 7, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9513

McEwen, Hanna, Gisvold, Rankin & VanKoten
Attorneys at Law
1408 Standard Plaza
1100 S.W. Sixth Avenue
Portland, OR 97204

Attention: Dean P. Gisvold

Gentlemen:

This will acknowledge your letter dated January 16, 1984, to Atlas Building Wreckers, Inc., and attached Notice of Claim dated January 3, 1984, from Wright Crane Company, Inc., concerning the following Highway Division contract:

FILED BY: Wright Crane Company, Inc.

AMOUNT: $19,083.14 plus interest

FOR: Labor and equipment

AGAINST (Prime contractor): S. J. Groves & Sons Company

SUBCONTRACTOR: Atlas Building Wreckers, Inc.

CONTRACT NO.: 9513

PROJECT: N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail), Columbia River Highway, Multnomah County

SURETY: The American Insurance Co.

We have also received a Release of Claim dated February 20, 1984, from Wright Crane Company, Inc. Your letter stated that Wright Crane has agreed to settle this claim for $16,000.

We wll advise the surety and the prime contractor of the above information.

RECEIVED
MAR 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
3-29-84 Rjm

cc: S. J. Groves & Sons Company
2255 116th Avenue, N.E.
Bellevue, WA 98004

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached Notice of Claim and Release of Claim on the enclosed copy of this letter.

731-0188

8

McEWEN, HANNA, GISVOLD, RANKIN & VANKOTEN
(FOUNDED AS CAKE & CAKE-1886)
ATTORNEYS AT LAW
SUITE 1408
STANDARD PLAZA
1100 S. W. SIXTH
PORTLAND, OREGON 97204

DONALD W. McEWEN
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
ROBERT D. RANKIN
VICTOR W. VANKOTEN
JANICE M. STEWART
DIANE M. HICKEY
DON G. CARTER
WARREN R. SPENCER
JAMES RAY STREINZ
MICHAEL A. HOLSTUN
TIMOTHY R. STRADER

AREA CODE 503
TELEPHONE 226-7321

RALPH H. CAKE
(1891-1973)
NICHOLAS JAUREGUY
(1896-1974)

HERBERT C. HARDY
OF COUNSEL

January 16, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RECEIVED
STATE HWY ENGR
JAN 17 '84
REFER TO Sollie/Kimmer
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Atlas Building Wreckers, Inc.
6200 N.W. St. Helens Road
Portland, Oregon 97210

Re: Wright Crane Company,
I-84 Banfield Lightrail Project
(Contract No. 9513)
Bond No. B00035153

Dear Sir:

This office represents Wright Crane Company in connection with its claim against Atlas Building Wreckers, Inc., for work done in connection with the I-84 Banfield Lightrail Project. As you know, Wright Crane Company furnished labor and equipment to Atlas Building Wreckers, Inc., in the amount of $19,083.14, for the demolition and removal of bridges on the I-84 Banfield Lightrail Project. A Notice of Claim for these amounts due to Wright Crane Company, dated January 3, 1984, was filed with the Secretary of State. A copy thereof is enclosed for your reference.

Wright Crane Company has not received payment for the labor and equipment it furnished to Atlas Building Wreckers. Demand is therefore made upon you for payment in cash or its equivalent of $19,083.14, the amount of labor and equipment supplied, plus interest at the rate of 1-1/2% per month until paid. Unless payment in full is received by the undersigned before the close of business on Friday, January 27, 1984, we have been instructed by our client to commence litigation against you, against the bonds and against anyone else who may have liability for the demand immediately and without further notice, on behalf of Wright Crane Company, seeking the full amount due, including attorneys' fees.

Atlas Building Wreckers, Inc.
January 16, 1984
Page Two

If you have any questions, have your attorney contact the undersigned.

Very truly yours,

McEWEN, HANNA, GISVOLD, RANKIN & VanKOTEN

Dean P. Gisvold

DPG:ps
Copy: Wright Crane Company
Union Indemnity Insurance Company of New York
Fireman's Fund Insurance/American Insurance Company
S. J. Groves & Sons
Oregon Department of Transportation, Highway Division
Secretary of State's Office

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Oregon Department of Transportation
Highway Division
c/o Secretary of State
State Capitol
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, Wright Crane Company, Inc., has a claim for labor and equipment furnished to Atlas Building Wreckers in the sum of $19,083.14, plus interest at the rate of 1-1/2% per month until paid, against the following bonds for the undersigned's work in connection with the demolition and removal of bridges on the I-84 Banfield Expressway Project, Portland, Oregon (Contract No. 9513):

Bond Company	Bond Principal	Bond Number
Union Indemnity Insurance Company of New York	Atlas Building Wreckers, Inc.	B00035153
Fireman's Fund Insurance/ American Insurance Co.	S.J. Groves & Sons (General Contractor)	4-01 KLA-3215579

DATED this 3rd day of January, 1984.

WRIGHT CRANE COMPANY, INC.

By Dean P Gisvold
Dean P. Gisvold
of Attorneys for Wright
Crane Company, Inc.

WRIGHT CRANE COMPANY, INC.
Address: 19998 South Meyers Road
Oregon City, OR 97045
Phone: (503) 665-4448

COPIES TO:
Union Indemnity Company of New York
Fireman's Fund Insurance/American Insurance
Atlas Building Wreckers, Inc.
S. J. Groves & Sons
Department of Transportation, Highway Division

RECEIVED
[illegible] SERVICES
[illegible] OF TRANSPORTATION

McEWEN, HANNA, GISVOLD, RANKIN & VANKOTEN
(FOUNDED AS CAKE & CAKE-1886)
ATTORNEYS AT LAW
SUITE 1408
STANDARD PLAZA
1100 S. W. SIXTH
PORTLAND, OREGON 97204

DONALD W. McEWEN
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
ROBERT D. RANKIN
VICTOR W. VANKOTEN
JANICE M. STEWART
DIANE M. HICKEY
DON G CARTER
WARREN R SPENCER
JAMES RAY STREINZ
MICHAEL A. HOLSTUN
TIMOTHY R. STRADER

AREA CODE 503
TELEPHONE 226-7321

RALPH H. CAKE
(1891-1973)
NICHOLAS JAUREGUY
(1896-1974)

HERBERT C. HARDY
OF COUNSEL

February 20, 1984

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File No. CON 5, #9513

Dear Mr. Gormsen:

My client, Wright Crane Company, Inc., and Atlas Building Wreckers, Inc. have reached a settlement of the matters in dispute between the parties. I am enclosing a copy of a letter to me from Atlas Building Wreckers, Inc. dated February 14, 1984.

Wright Crane has agreed to settle its claim for $16,000.

I am therefore enclosing a Release of Claim, which you are authorized to file when either the Department of Transportation or S. J. Groves & Sons is prepared to send a check for $16,000, payable to my Trust Account, to me at the above address.

If you require any additional documentation of the settlement and/or the Release of Claim, please call or please send whatever forms you deem appropriate and necessary.

If you have any questions, please call.

Very truly yours,

McEWEN, HANNA, GISVOLD & RANKIN

Dean Gisvold

Dean P. Gisvold

DPG:ps
Enclosure
Copy: Wright Crane Company
Atlas Building Wreckers, Inc.
Union Indemnity Insurance Company of New York
Fireman's Fund Insurance/American Insurance Company
S. J. Groves & Sons
Secretary of State's Office

RECEIVED
FEB 22 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF CLAIM

TO: Oregon Department of Transportation
Highway Division
c/o Secretary of State
State Capitol
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, Wright Crane Company, Inc., releases its claim for labor and equipment furnished to Atlas Building Wreckers in the sum of $19,083.14, plus interest at the rate of 1-1/2% per month until paid, against the following bonds for the undersigned's work in connection with the demolition and removal of bridges on the I-84 Banfield Expressway Project, Portland, Oregon (Contract No. 9513):

Bond Company	Bond Principal	Bond Number
Union Indemnity Insurance Company of New York	Atlas Building Wreckers, Inc.	B00035153
Fireman's Fund Insurance/ American Insurance Co.	S.J. Groves & Sons (General Contractor)	4-01 KLA-3215579

DATED this 20th day of February, 1984.

WRIGHT CRANE COMPANY, INC.

By Dean P Gisvold
Dean P. Gisvold
of Attorneys for Wright
Crane Company, Inc.

WRIGHT CRANE COMPANY, INC.
Address: 19998 South Meyers Road
Oregon City, OR 97045
Phone: (503) 665-4448

COPIES TO:
Union Indemnity Company of New York
Fireman's Fund Insurance/American Insurance
Atlas Building Wreckers, Inc.
S. J. Groves & Sons
Department of Transportation, Highway Division

RECEIVED
[illegible] 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

McEWEN, HANNA, GISVOLD, RANKIN & VANKOTEN
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NICHOLAS JAUREGUY
(1896-1974)

HERBERT C. HARDY
OF COUNSEL

February 16, 1984

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File No. CON 5, #9513

Dear Mr. Gormsen:

In response to your letter of February 14, 1984, we are enclosing herewith a signed Notice of Claim form to be filed on behalf of our client, Wright Crane Company, Inc.

Please let me know if there is anything further you need in this regard.

Very truly yours,

McEWEN, HANNA, GISVOLD & RANKIN

Dean Gisvold

Dean P. Gisvold

DPG:ps
Enclosure

RECEIVED
FEB 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

February 14, 1984

CON 5
#9513

McEwen, Hanna, Gisvold, Rankin & VanKoten
Attorneys at Law
Suite 1408
1100 S.W. Sixth
Portland, OR 97204

Attention: Dean P. Gisvold

Gentlemen:

We received a claim from you to file on behalf of Wright Crane Company, Inc., against the S. J. Groves & Sons Company Contract No. 9513 for the Banfield Light Rail Project.

On January 24, 1984, my office notified you by phone that we could not file the claim until a signed copy was received. To date, we have notrreceived the signed claim.

Attached is a copy of the document that needs an original signature in order to file it with the Secretary of State.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc

Att.

LICENSED — BONDED — INSURED

Atlas Building Wreckers, Inc.

P.O. Box 17449
Portland, Oregon 97217
Phone 289-5073/242-9060

RECEIVED
McEwen, Newman,
[illegible]
FEB 17 1984
A.M. P.M.
7 8 9 10 11 12 1 2 3 4 5 6
A

February 14,1984

Mr. Dean P. Gisvold, Esq.
Attorney at law
Suite 1408
Standard Plaza
1100 S.W Sixth
Portland Oregon 97204

Re. : Wright Crane, Inc.
I-84 Banfield Project

Dear Mr. Gisvold,

Pursuant to our conversation, I herewith confirm that Atlas Building Wreckers, Inc. will settle with Wright Crane, Inc. for the amount of Sixteen Thousand Dollars all payments owed and due Wright Crane for rentals, labor, materials and other services rendered by Wright Crane, Inc. to Atlas Building Wreckers, Inc on the Banfield Expressway project, also known as State Contract # 9513.

Wright Crane, Inc. will without delay notify the State of Oregon, S.J.Groves & Sons,Inc., the bonding companies involved and Mr. Robert Patterson, bonding agent for Atlas Building Wreckers, Inc. of this settlement by executing a final waiver of all rights to any claim or lien on the Banfield Project and by sending certified mail to the hereabove mentioned parties a copy of the final waiver.

In consideration hereof, Atlas Building Wreckers, Inc. authorises the State of Oregon and/or S.J.Groves & Sons, Inc. to proceed with the disbursement of sixteen thousand dollars of the nineteen thousand and eighty three dollars and fourteen cents witheld as a result of the claim filed by Wright Crane, Inc , directly to the trust account of Mr. Dean P. Gisvold, Esq., attorney for Wright Crane Inc., or, at the convenience of Mr. Gisvold, to issue a check for said amount made payable jointly to Wright Crane Inc. and Atlas Building Wreckers, Inc.

Also, at the same time the settlement amount is disbursed, the balance of the monies withheld by the State of Oregon should be released directly to Atlas Building Wreckers, Inc.

RECEIVED
FEB 22 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

It is furthermore understood that, after the execution of a satisfactory complete and final waiver of any rights to any claim resulting from work performed in conjunction with the Banfield Project by Wright Crane, Atlas Building Wreckers will in turn execute a complete waiver of any rights to damages resulting from the performance of Wright Crane, Inc on the same project.

Should you have any questions, please do not hesitate to contact me at any time.

Sincerely,

Christian M. Van Pelt,
President.

CVP/er
CC. Robert McClure, S.J.Groves & Sons.
Union Idemnity Insurance Co. of New York
Fireman's insurance / American Insurance Co.
Oregon Department of Transportation, highway division
Robert Patterson, Patterson Insurance Co.

RECEIVED
FEB 22 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Daryla

NOTICE OF CLAIM

TO: Oregon Department of Transportation
Highway Division
c/o Secretary of State
State Capitol
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, Wright Crane Company, Inc., has a claim for labor and equipment furnished to Atlas Building Wreckers in the sum of $19,083.14, plus interest at the rate of 1-1/2% per month until paid, against the following bonds for the undersigned's work in connection with the demolition and removal of bridges on the I-84 Banfield Expressway Project, Portland, Oregon (Contract No. 9513):

Bond Company	Bond Principal	Bond Number
Union Indemnity Insurance Company of New York	Atlas Building Wreckers, Inc.	B00035153
Fireman's Fund Insurance/ American Insurance Co.	S. J. Groves & Sons (General Contractor)	4-01 KLA-3215579

DATED this 3rd day of January, 1984.

WRIGHT CRANE COMPANY, INC.

By s/ J. PATRICK O'MALLEY
Of Attorneys for Wright Crane Company, Inc.

WRIGHT CRANE COMPANY, INC.
Address: 19998 South Meyers Road
Oregon City, OR 97045
Phone: (503) 665-4448

COPIES TO:

Union Indemnity Insurance Company of New York

Fireman's Fund Insurance / American Insurance Co.

Atlas Building Wreckers, Inc.

S. J. Groves & Sons

Department of Transportation, Highway Division

RECEIVED
JAN 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

McEWEN, HANNA, GISVOLD, RANKIN & VANKOTEN
(FOUNDED AS CAKE & CAKE-1886)
ATTORNEYS AT LAW
SUITE 1408
STANDARD PLAZA
1100 S. W. SIXTH
PORTLAND, OREGON 97204

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TIMOTHY R. STRADER

AREA CODE 503
TELEPHONE 226-7321

RALPH H. CAKE
(1891-1973)
NICHOLAS JAUREGUY
(1896-1974)

HERBERT C. HARDY
OF COUNSEL

January 16, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Atlas Building Wreckers, Inc.
6200 N.W. St. Helens Road
Portland, Oregon 97210

Re: Wright Crane Company,
I-84 Banfield Lightrail Project
(Contract No. 9513)
Bond No. B00035153

RECEIVED
STATE HWY ENGR
JAN 17 '84
REFER TO
orig to [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Dear Sir:

This office represents Wright Crane Company in connection with its claim against Atlas Building Wreckers, Inc., for work done in connection with the I-84 Banfield Lightrail Project. As you know, Wright Crane Company furnished labor and equipment to Atlas Building Wreckers, Inc., in the amount of $19,083.14, for the demolition and removal of bridges on the I-84 Banfield Lightrail Project. A Notice of Claim for these amounts due to Wright Crane Company, dated January 3, 1984, was filed with the Secretary of State. A copy thereof is enclosed for your reference.

Wright Crane Company has not received payment for the labor and equipment it furnished to Atlas Building Wreckers. Demand is therefore made upon you for payment in cash or its equivalent of $19,083.14, the amount of labor and equipment supplied, plus interest at the rate of 1-1/2% per month until paid. Unless payment in full is received by the undersigned before the close of business on Friday, January 27, 1984, we have been instructed by our client to commence litigation against you, against the bonds and against anyone else who may have liability for the demand immediately and without further notice, on behalf of Wright Crane Company, seeking the full amount due, including attorneys' fees.

If you have any questions, have your attorney contact the undersigned.

Very truly yours,

McEWEN, HANNA, GISVOLD, RANKIN & VanKOTEN

Dean P. Gisvold

DPG:ps
Copy: Wright Crane Company
Union Indemnity Insurance Company of New York
Fireman's Fund Insurance/American Insurance Company
S. J. Groves & Sons
Oregon Department of Transportation, Highway Division
Secretary of State's Office

Daryla

NOTICE OF CLAIM

TO: Oregon Department of Transportation
Highway Division
c/o Secretary of State
State Capitol
Salem, Oregon 97310

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Fireman's Fund Insurance/ American Insurance Co.	S. J. Groves & Sons (General Contractor)	4-01 KLA-3215579

DATED this 3rd day of January, 1984.

WRIGHT CRANE COMPANY, INC.

s/ J. PATRICK O'MALLEY
By____________________________
Of Attorneys for Wright Crane Company, Inc.

WRIGHT CRANE COMPANY, INC.
Address: 19998 South Meyers Road
Oregon City, OR 97045
Phone: (503) 665-4448

COPIES TO:

Union Indemnity Insurance Company of New York

Fireman's Fund Insurance / American Insurance Co.

Atlas Building Wreckers, Inc.

S. J. Groves & Sons

Department of Transportation, Highway Division

McEWEN, HANNA, GISVOLD, RANKIN & VanKOTEN
(FOUNDED AS CAKE & CAKE-1886)
ATTORNEYS AT LAW
SUITE 1408
STANDARD PLAZA
1100 S W SIXTH
PORTLAND, OREGON 97204

DONALD W McEWEN
JOSEPH J HANNA, JR
DEAN P GISVOLD
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RALPH H CAKE
(1891-1973)
NICHOLAS JAUREGUY
(1896-1974)

HERBERT C HARDY
OF COUNSEL

January 16, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Union Indemnity Insurance Company
of New York
Executive Offices
260 Madison Avenue
New York, NY 10016

Fireman's Fund Insurance
121 S.W. Salmon
Portland, Oregon 97204

Re: Wright Crane Company
I-84 Banfield Lightrail Project
(Contract No. 9513)
Bond Nos. B00035153 and
4-01 KLA-3215579

Gentlemen:

This office represents Wright Crane Company in connection with its claim against Atlas Building Wreckers, Inc., for work done in connection with the I-84 Banfield Lightrail Project. As you know, Wright Crane Company furnished labor and equipment to Atlas Building Wreckers, Inc., in the amount of $19,083.14, for the demolition and removal of bridges on the I-84 Banfield Lightrail Project. A Notice of Claim for these amounts due to Wright Crane Company, dated January 3, 1984, was filed with the Secretary of State. A copy thereof is enclosed for your reference.

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If you have any questions, have your attorney contact the undersigned.

Very truly yours,

McEWEN, HANNA, GISVOLD, RANKIN & VanKOTEN

Dean Gisvold

Dean P. Gisvold

DPG:ps
Enclosure
Copy: Wright Crane Company
Atlas Building Wreckers, Inc.
S. J. Groves & Sons
Oregon Department of Transportation, Highway Division
Secretary of State's Office

Daryla

NOTICE OF CLAIM

TO: Oregon Department of Transportation
Highway Division
c/o Secretary of State
State Capitol
Salem, Oregon 97310

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Fireman's Fund Insurance/ American Insurance Co.	S. J. Groves & Sons (General Contractor)	4-01 KLA-3215579

DATED this 3rd day of January, 1984.

WRIGHT CRANE COMPANY, INC.

s/ J. PATRICK O'MALLEY
By ______________________
Of Attorneys for Wright Crane Company, Inc.

WRIGHT CRANE COMPANY, INC.
Address: 19998 South Meyers Road
Oregon City, OR 97045
Phone: (503) 665-4448

COPIES TO:

Union Indemnity Insurance Company of New York

Fireman's Fund Insurance / American Insurance Co.

Atlas Building Wreckers, Inc.

S. J. Groves & Sons

Department of Transportation, Highway Division

9513

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

December 8, 1983

Mrs. C. Olson
3724 N.E. Senate Street
Portland, OR 97232

The information given you and your attorney is correct. The contractor for that section of the Banfield reconstruction is responsible and liable for damages resulting from his operation. It appears from what you say in your letter that you have made the correct move to get your attorney and the contractor's representatives involved.

At this point, your attorney is the person that should advise you on whether further action through more formal legal channels should be initiated.

You should keep the Highway Division project manager at 5821 N.E. Glisan Street informed of any further action you take. The project manager's name is Paul Barnhart. I am also sending a copy of this letter to the Highway Engineer.

At this time, resolution of your situation is limited to legal actions. I certainly wish I could offer more assistance.

Sincerely,

Victor Atiyeh
Governor

VA:bb

cc: Scott Coulter, State Highway Engineer ✓
Paul Barnhart, Project Manager

RECEIVED
STATE HWY ENGR
DEC 23 '83
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

RECEIVED
NOV 22 1983
Governor's Office

Please prepare a response
for the Governor's signature
by 12-6
Thank you.

001548

DOT

3724 N.E Senate
Portland Ore
97232

Phone 232-8877

Dear Governor Atiyeh Nov 21/83

I own a house which waz bilt in 1914 and it was bilt like a rock. I was deeded this house in Oct of 76 but did not move into it until the end of Aug 1982.

I had known the elderly couple for 32 yrs who lived here so I was in and out of the house many times. They thought of me as their daughter and I took care of them off and on as they needed me. I have had nurses training.

Many times I have had to stay in this home for several weeks at a time and take complete charge. I want you to know there was never any vibrating, jolting or cracking or sinking of the yard or severe cracking of the sidewalk in front.

A very substantial garage was built later and new driveway. Nothing has been in that garage for 10 years. The foundation is cracked and spreading and a wide crack clear across the floor of the garage. The driveway and yard is sinking pulling the sprinkler system down with it. All due to removal of big bank across from me.

The house has sunk, the furnace was cracked and oil lines to motor shook nearly off. I have had furnace relined and motor repaired as I had to have heat.

The floor in the basement is all cracked and steps down part way cracked. ~~Beams~~ joists in basement are pulling appart

RECEIVED STATE HWY ENGR						
NOV 30 '83						
REFER TO Sarah						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED DOT DIRECTOR						
NOV 23 '83						
REFER TO Bell						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

The house is cracked from top to bottom. Even outside is a long crack from siding to ground on west side of house.

The back porch is being shaken off.

Now they have the concrete wall up about 60 yards from me, and this house is still vibrating, The trains are on the far side of the Bayfield and they still vibrate this house along with heavy equipment (crane) they are still using across from me or week last Friday.

I hired my attorney, after talking to Mr Sandman in office sup at 160th & Gleason and he said Groves Construction Co was responsible for proven damage. My attorney also called and talked with Mr Sandman and he told him the same. They sent (Groves) men out to look the place over, then their Ins Agent from Fireman's Ins came out. A few days later we met in my attorney's office and ~~he~~ I was taped as I certainly agreed. Two weeks later he sent copy of tape and said they would not do anything because the house was old and there had been so much rain this year and that was what caused the damage

I had some ladies in Friday for lunch and later played cards in the living Room and one remarked the house was shaking and I looked out north window and we could see the big crane working on north side of high wall.

I am a 73 year old diabetic and I should not have to live under all this worry and expense month after month plus fear.

my back is giving out on me from all this vibrating and jolting while I sit and when I go to bed plus loss of sleep for nearly 15 months I am lucky to get 4 hours sleep a night.

I talked to Senator Hatfield's office and Miss Long said you are the one we should have gone to as the State hired Noves Construction Co. She wants me to write the Senator a letter so I will, also I will write Packwood and Wyden and if necessary I will go to Mrs Dole and the President

I live across Senate about 60 yards from edge of freeway where the gulch is the deepest and where they took out that large bank. I feel sure the vibrations and jolts come from ground level, The trains still vibrate the house even with the high wall. This never happened before the bank was removed

I hope you will help me. I should not have to put up with all this at my age.

Sincerely

Mrs C. Olson

95-13

Pla 2
Banfield

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

12-6-83

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______ file
FOR ______

7. DATE AUTHORIZATION EFFECTIVE 7/15/83	8. FEDERAL ROUTE NUMBER Primary 68	9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

RECEIVED
STATE HWY ENGR
DEC 12 '83
REFER TO
FOR
Info Inves R/D B/R Sign Act File

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

NOTED
W. E. SCHWARTZ

13. REMARKS

As requested by Mr. Potter's letter of 12/1/83 this will confirm the advance approval date of 7/15/83 to proceed with the actual adjustments to the City of Portland, Bureau of Fire's fire alarm system on an actual cost basis estimated to be $17,298 Federal Funds $14,703. This authorization is contingent upon modification of Project Ageement if additional funds are required.

I approve the Ageement with the City of Portland, Bureau of Fire.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manaual.

14. DATE 12/6/83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

F I-H 8
Banfield

December 6, 1983

TO: D. E. Wilken, ~~Division~~ Administrator
Federal ~~Highway~~ Administration

ATTENTION: C. T. Christianson, Area Engineer

RECEIVED
TECHNICAL SERVICES
DEC 9 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Luminaire Relocation
Bureau of Street Lighting
City of Portland
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for the City of Portland's Bureau of Street Lighting to proceed with the relocation of their luminaire at N.E. Senate St. and N.E. Hassalo St. in conflict with this project as of December 5, 1983 is requested. A lump sum estimate of cost has been received from the Bureau of Street Lighting in the amount of $210. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. The installation of the new luminaire will be done by Portland General Electric Co. (PGE) at fixed fee schedule agreed upon between the City and PGE. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
December 5, 1983 is approved

CT Christianson
C. T. Christianson, Area Engineer

RECEIV
DEC 1983
RR & UTILITY UNIT

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dick Fleming
Dave Jones
Pete Gonzalez

[illegible]
[illegible]

NOTED
E. S. HUNTER

December 1, 1983

RECEIVED
TECHNICAL SERVICES
DEC 2 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

[illegible]

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Fire Alarm Facilities Relocation
Fire Alarm Division, Bureau of Fire
City of Portland
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust the City of Portland's fire alarm facilities dated October 21, 1983, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated for some time. Gary Kennen negotiated with the Bureau of Fire for over three years regarding the fire alarm facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the fire alarm facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 15, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $17,298.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter   Jack M. Cartwright
D. E. Swan   R. L. Fleming

5

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: November 14, 1983

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: REVISED HANDRAIL/PROTECTIVE FENCE
NE Union Ave.-NE 39th Ave. Section
Banfield Freeway

You forwarded an October 31 memo from Dale Wilken about cost quotations for a change in railing on some of the structures on the Banfield Transitway project. This memo concluded by saying that the proposed work would not be eligible for federal funds. Writing of this memo was agreed to at a meeting held in my office with representatives of the City of Portland and Cliff Christianson in order to confirm that the work would be non-participating. The City needed this statement in order to discuss the changes with the architects who are working on Tri-Met's portion of the project.

The FHWA's October 31 memo has triggered a resolution of the long-standing discussions about rail changes. Bob Sandmann has been working for some time on this and he has prepared a draft for you to send to Dale Wilken answering this memo. I believe everything is under control now.

ELH/cp
Attachments
cc Bob Sandmann

RECEIVED
STATE HWY ENGR
NOV 15 '83
REFER TO
FOR
Info | Invest | P/C

8

ROUGH DRAFT f[illegible] W. E. SCHWARTZ

O.K. - WES

To: DALE E. WILK~~INS~~en

Subject: Oregon IX-68(5)
UMTA-OR-23-9001
NE Union Ave.-NE 39th Ave. Sec.
Banfield Transitway

As a result of the excessive cost to revise the Union Ave.-39th Ave. contract bridge rail to a metal picket design, the city of Portland and ODOT have mutually agreed to an understanding that is considerably different and more acceptable.

Attached is a copy of a letter from Richard O. Schmidt, Highway Coordinator, city of Portland, confirming the understanding that all cross street structures west of and including Sandy Boulevard will have the ODOT standard rail as per the Union Ave.-39th Ave. contract, while all structures east of Sandy Boulevard will have the modified handrail design as per the 39th Ave.-87th Ave. contract. This resolution to the handrail issue is the result of recent discussions among Cliff Christianson, FHWA; Ralph Tashima, city of Portland; and Bob Sandmann, ODOT.

Also attached is a letter from Bob Sandmann to Mr. Schmidt agreeing with the city's understanding.

The only railing that is to be changed from original contract design is for the 39th Avenue structure.

Based on the understanding arrived at, the standard ODOT railing will be changed to the revised parapet with restraining grate. This change has been discussed with Cliff Christianson, and he verbally agreed to the change as being eligible for federal participation. We are negotiating the change with the contractor at this time. When we have a price, Mr. Christianson will be contacted before a change order is finalized.

ebg
attachment
RAS:ebg

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
5821 N.E. GLISAN STREET, PORTLAND, OREGON 97213

In Reply Refer to
File No.

November 8, 1983   Telephone 238-8226

RICHARD O. SCHMIDT, P.E.
Highway Coordinator, Room 702
Department of Public Works
1120 S.W. Fifth Avenue
Portland, OR 97204

Subject: Banfield Freeway overcrossings

I agree with your understanding of the handrail design to be used on the subject project overcrossings, as given in your letter of November 2, 1983.

All structures west of, and including, Sandy Boulevard will have the ODOT standard rail. All structures east of Sandy Boulevard will have the modified handrail design. Cliff Christianson, FHWA, has verbally confirmed that he is in agreement with this resolution to the handrail issue, and that costs are eligible for federal participation. As a result of this solution, the handrail will be installed as part of the transitway project at no cost to the city of Portland.

I thank you and other city personnel for your patience and consideration in arriving at a resolution to this issue.

Robert Sandmann
ROBERT A. SANDMANN
Project Engineer

ebg

xc: E. L. Hardt, w/attachment
W. J. Hart "
P. R. Barnhart "
D. L. Jones "
J. G. Richardson "
Tony Venturato "
Cliff Christianson "

attachment

BANFIELD TRANSITWAY OFFICE
TO: ________________ FROM: ________________
NOV - 8 1983
_______ Prepare Reply _______ Investigate
_______ For My Signature _______ For Your Info
_______ Comment _______ Note & File
_______ Initial & Return _______ Return w/detail

734-1896

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
1120 S.W. Fifth Ave.
Room 702
Portland, Oregon 97204-1957
(503) 796-7015

November 2, 1983

Robert Sandmann
ODOT
5821 NE Glisan Street
Portland, Oregon 97213

Re: Banfield Freeway Overcrossings

Dear Mr. Sandmann:

This letter is to confirm the City's understanding of which handrail design will be used on the subject overcrossings. On all structures west of and including the Sandy Boulevard crossing, the ODOT standard rail will be used because the contractor's estimated cost to make the change (approximately $556,000) was considered excessive by FHWA.

On all crossings east of the Sandy Boulevard crossing, the modified handrail design reviewed with ZGF and our Staff will be used because the design could be included in the original bid document.

We appreciate the time and effort you have expended in helping us make the end result of the Banfield construction work something all Oregonians will be satisfied with.

Very truly yours,

R.O. Schmidt

Richard O. Schmidt, P.E.
Highway Coordinator

ROS:jw

BANFIELD TRANSITWAY OFFICE
TO: ________________ FROM: ________________
NOV - 7 1983
________ Prepare Reply ________ Investigate
________ For My Signature ________ For Your Info
________ Comment ________ Note & File
________ Initial & Return ________ Return w/detail

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-68(5)
UMTA-OR-23-9001
Union Avenue-39th Avenue Section
Banfield Transitway

Date: October 31, 1983

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

In developing transit station designs for the LRT portion of this project the City of Portland became interested in the architects proposal to incorporate the original metal picket design into the cross street bridge rail for aesthetic purposes. We had indicated at several meetings that Federal funds could be used for that purpose provided costs were reasonable and standard vehicle retention strengths could be achieved. This section was already under contract so work would have to be added by change order.

Reference is made to Mr. Sandmann's letter of October 21, 1983 to Ralph Tashima of the City Bureau of Streets & Structures Engineering, and attached estimates. This material was the basis for discussion on October 26, 1983 between OSHD, City of Portland and FHWA.

This will confirm Mr. Christianson's determination that the cost quotations are considered far beyond the value of the purposed cosmetic treatment and are therefore not cost-effective. For this reason the work is not eligible for Federal funds regardless of source.

For Dale E. Wilken

Attachments
ltr. Sandmann to Tashima, 10/21/83
cost estimates

cc:
UMTA (A Davis)w/cy attachment
OSHD (E Hardt)
Tri-Met (T Venturato)

NOTED
W. E. SCHWARTZ

for WES

RECEIVED
STATE HWY ENGR
NOV 2 '83
REFER TO
[illegible]
FOR

Info	Inves	R/D	D R	Sign	Act	File
		X				

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
5821 N.E. GLISAN STREET, PORTLAND, OREGON 97213

October 21, 1983 Telephone 238-8226

In Reply Refer to
File No.

RALPH TASHIMA
Street and Structural Engineering
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204-1971

Subject: Handrail/protective fence (Rev.)
NE Union Ave.-NE 39th Ave. Section
Banfield Freeway

We have now received what appears to be final prices from S. J. Groves for the revised handrail/protective fence for cross-street structures on the subject project.

The prices we now have, establish a cost for the revised handrail/protective fence for the 21st, 28th, 33rd, 39th avenues, and the Sandy Boulevard structures at $804,057. For comparison, the cost for the standard handrail/protective fence in the contractor's bid is $242,415. The net increase in cost to the project is $561,642.

Richard O. Schmidt, in a letter dated 11/26/82, stated the city of Portland will use its FAIX highway authority to fund the city section north of the light rail, estimated to cost $556,925. This estimated cost was for the NE Union Ave.-NE 39th Ave. and the NE 39th Ave.-NE 87th Ave. sections. He apparently based this on the position that the city will not approve construction of any fencing unless it is constructed to city standards; therefore, the cost over the freeway portion is the state's.

In the case of the NE Union Ave.-NE 39th Ave. Section, plans had been finalized, reviewed by the city, advertised, and a contract awarded some months before the handrail/protective fence became an issue. The revised handrail/protective fence was incorporated in the plans for the NE 39th Ave.-NE 87th Ave. Section and is not an issue. Also, the original handrail/protective fence became an item for discussion during the review of the preliminary Banfield transit-station designs.

The financial status of the project is such that no funds are available for the additional cost. It is questionable as to whether the added cost would be eligible for federal participation.

I have scheduled a meeting to discuss this matter and hopefully come to a satisfactory decision.

The meeting is at 1 p.m. on Wednesday, October 26, 1983, at the Milwaukie, Metro Region office, in the first floor conference room.

I have attached calculations that provide the cost figures by structure and zone. If you need more information, please let me know.

Robert Sandmann

ROBERT A. SANDMANN
Project Engineer

ebg

enclosure

xc: E. L. Hardt
Tony Venturato
Cliff Christianson
J. G. Richardson
P. R. Barnhart

Explanation of terms and figures used in handrail/protective fence cost computations:

Zone:	Each structure is divided into three zones. Zone 1 is that part of the structure over the Banfield Freeway. Zone 2 is that part over the light rail. Zone 3 is the remainder of the structure north of the light rail. The three zones are shown on the sketch plan for each structure. Also shown on each structure sketch plan are the limits of protective fence.
Conc./rebar:	This item is the small concrete curb on which the standard two or three tube rail is mounted. The quantity used for splitting the cost by zone is based on the length of two or three tube rail per zone. The unit price is a computed cost based on bid prices.
Unit price:	Prices used are bid prices for the original handrail/protective fence and "best offer" for the revised handrail/protecive fence.

ODOT:Highway
RAS:ebg
10/21/83

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHE

SHEET .... OF .... SHEE

Summary of Costs for
Handrail/Protective Fence

Zone

Structure	①	②	③		Total		
riginal Cost							
21st	$22,170	$4,432	$23,280		$49,882		
28th	20,858	4,407	51,332		76,597		
33rd	28,238	2,996	11,071		42,305		
Sandy	20,403	3,026	10,271		33,700		
39th	16,078	5927	17926		39931		
otal Orig Cost	$107747	$20788	$113880		$242415		
[illegible]							
21	$[illegible]	$[illegible]	$[illegible]		$[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]133		226541	76597	[illegible]
[illegible]	[illegible]	9376	49,[illegible]		[illegible]	42305	[illegible]
[illegible]	67[illegible]	9376	[illegible]		135[illegible]	[illegible]	[illegible]
[illegible]	56[illegible]	[illegible]	55179		124[illegible]	[illegible]	[illegible]
[illegible]	$305864	$65,629	$382564		$804057		
[illegible]	107747	20788	113[illegible]		242415		
[illegible]	$[illegible]7	$[illegible]	$[illegible]		561642		

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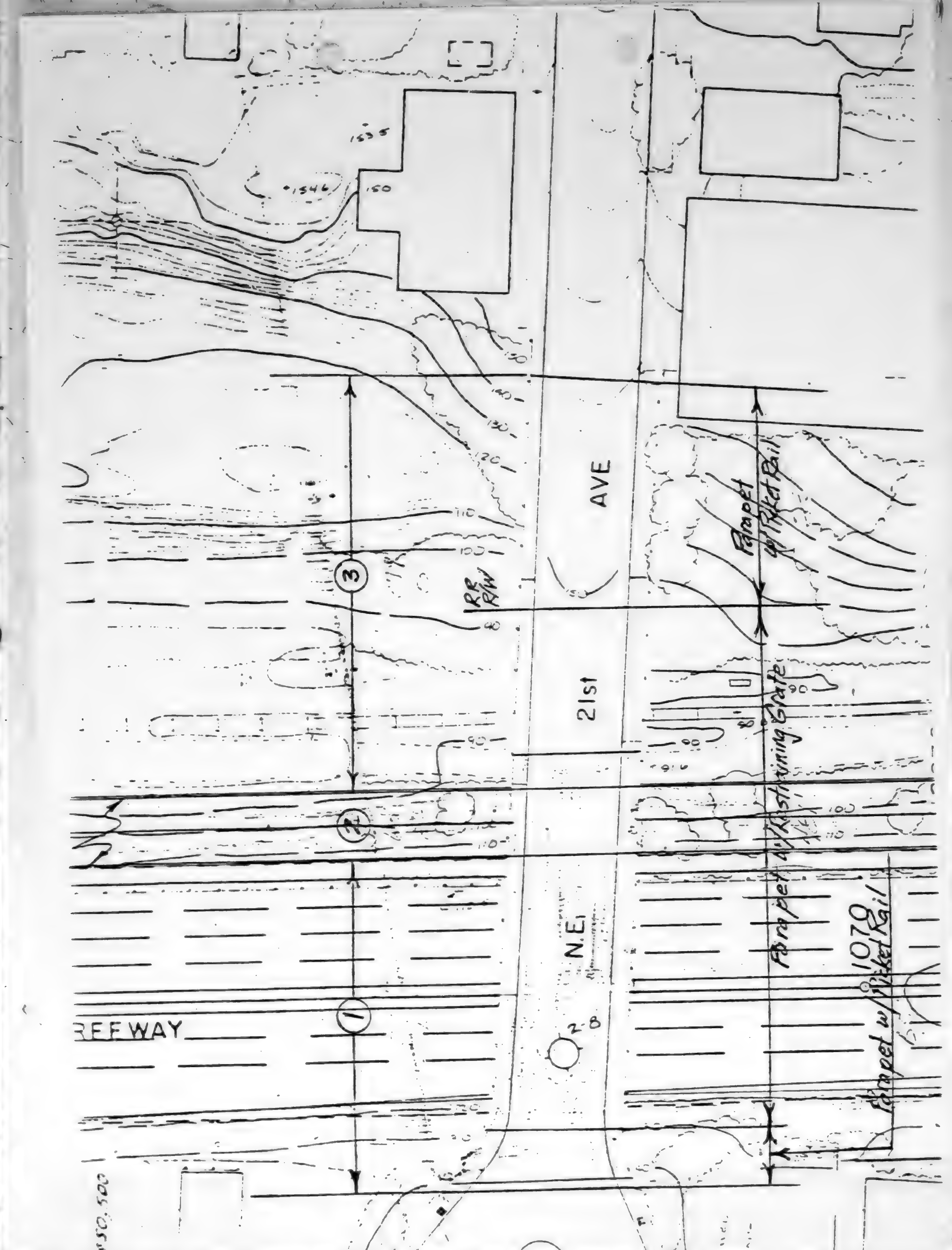
F TRANSPORTATION

TABULATION SHE

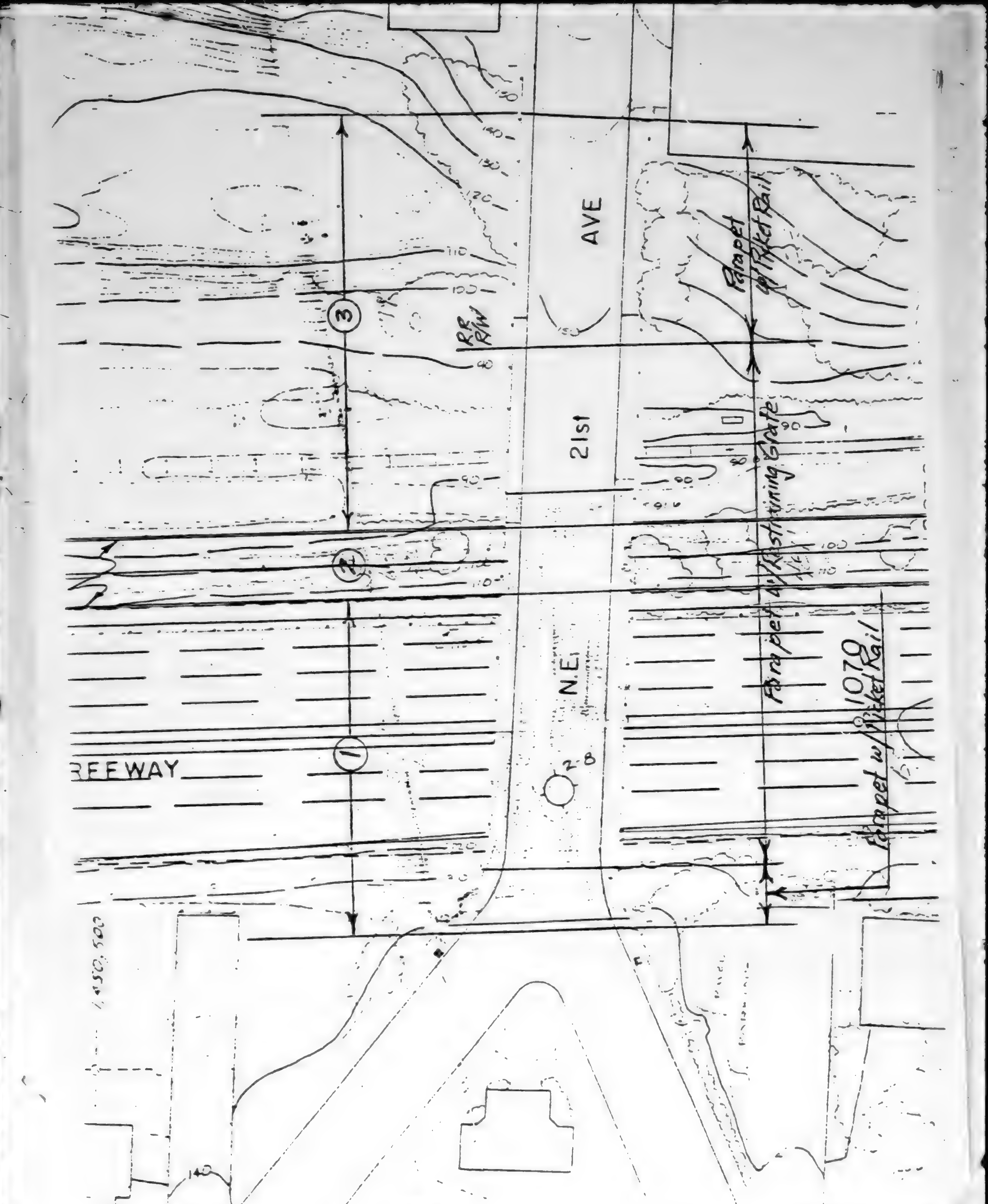
SHEET .... OF .... SHEE

NE 21st Ave
Handrail/Protective Fence Cost Computations

Item	Zone	Quant	Unit Price	Cost ①	Cost ②	Cost ③	Tota
Conc/Rebar	①	42%	$5904	$2480			
	②	8%	"		$472		
	③	50%	"			$2952	
Item Subtotal		(100%)					$5904
-Tube Rail	①	320LF	$44.00	14080			
	②	60LF	"		2640		
	③	379LF	"			16676	
tem Subtotal		(759)					3339
-10R Fence	①	255LF	$22.00	5610			
	②	60LF	"		1320		
	③	166LF	"			3652	
tem Subtotal		(481)					1058
Totals				$22170	$4432	$23280	$4988
pet w/ Picket Rail	①	65LF	$150.49	$9782			
	②	0	"		0		
	③	213LF	"			$32054	
tem Subtotal		(278)					4183
cet w/ Restraining Grate	①	255LF	$234.39	59769			
	②	60LF	"		14063		
	③	166LF	"			38909	
tem Subtotal		(481)					11274
Totals				$69551	$14063	$70963	$15457



AVE
21st
N.E.
REEWAY
RR R/W
Parapet w/Picket Rail
Parapet w/Restraining Grate
1070
Parapet w/Picket Rail
③
②
①
2-8
1535
1546
150
140
130
120
110
100
90
80
450,500



REEWAY
N.E.
21st
AVE
RR R/W
③
②
①
2-8
1070
Parapet w/ Picket Rail
Parapet w/ Restraining Grate
Parapet w/ Picket Rail
150
140
130
120
110
100
90
1,450,500

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TRANSPORTATION

TABULATION SHEE

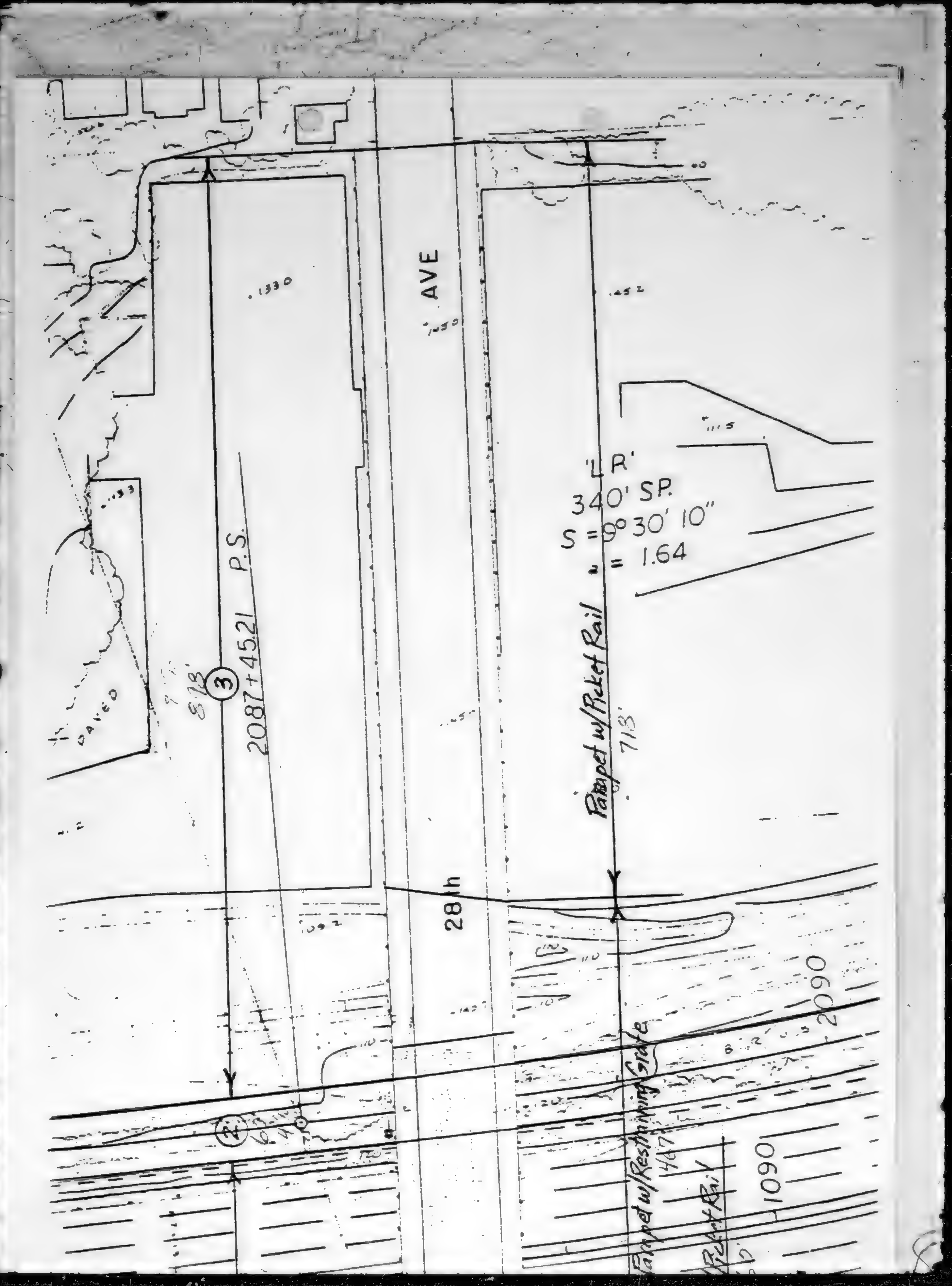
SHEET .... OF .... SHEE

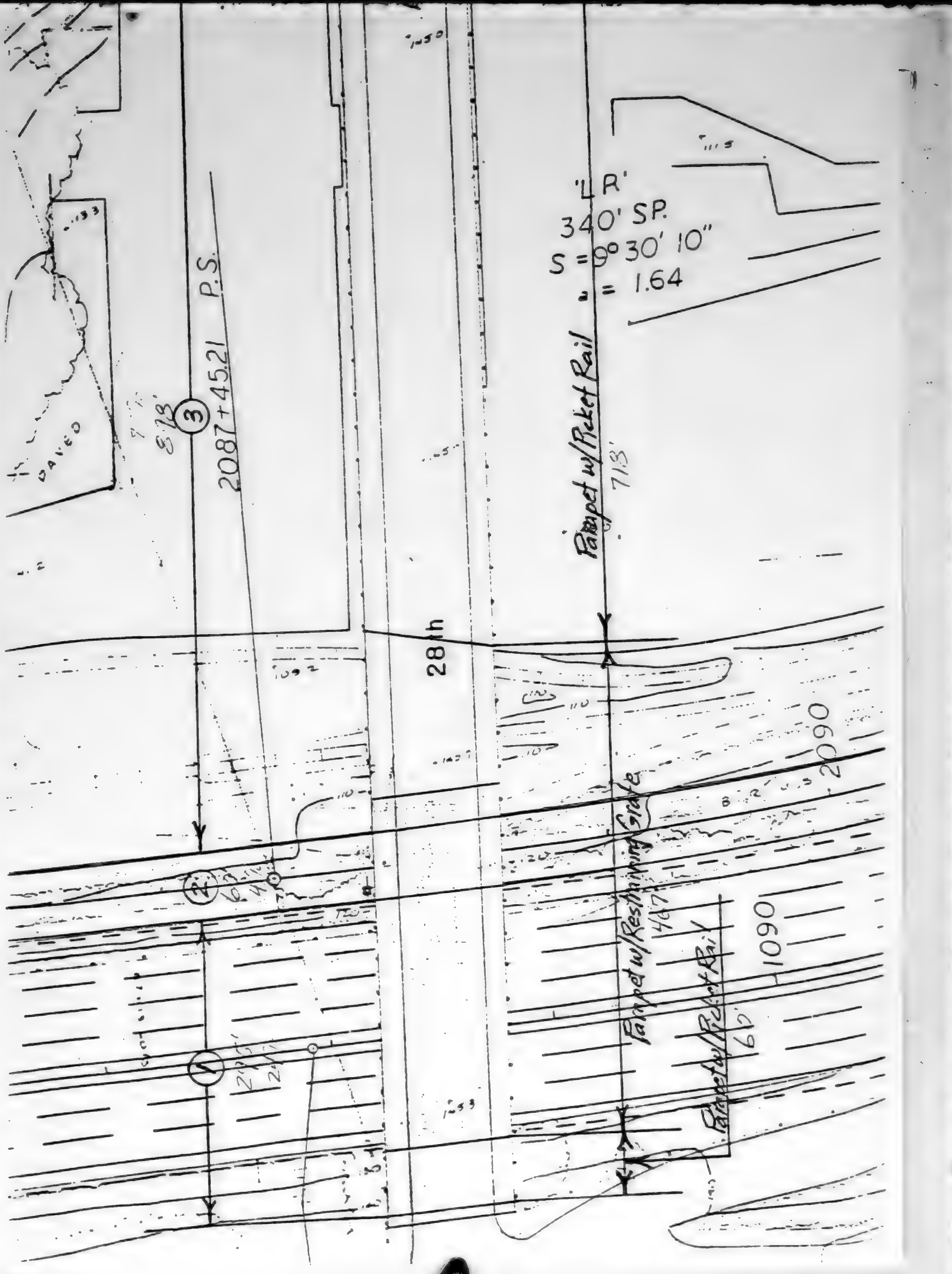
NE 28th Ave

Handrail/ Protective Fence, [illegible] Comparisons

Item	Zone	Quant	Unit Price	Cost ①	②	③	Tota
c/Rebar	①	24%	$11191	$2686			
	②	4%	"		$447		
	③	72%	"			$8058	
Item Subtotal		(100)					$1119
Type 2A	①	295 LF	$44.00	12980			
	②	60 LF			2640		
	③	898 LF				39512	
Item Subtotal		(1253)					5513
10R Fence	①	236 LF	$22.00	5192			
	②	60 LF	"		1320		
	③	171 LF	"			3762	
Item Subtotal		(467)					1027
Totals				$20856	$4407	$51332	765
[illegible] Rebar	①	60 LF	150.[illegible]	9029			
	②	0			0		
	3	718 LF				108052	
Item Subtotal							11708
[illegible]	①	236 LF	23.[illegible]	[illegible]			
	②	60 LF			14063		
	③	171 LF				[illegible]	
							10[illegible]
Totals				64325	14063	148133	2265

81


'LR'
340' SP.
S = 9° 30' 10"
= 1.64
Parapet w/Picket Rail
713'
③
2087+45.21 P.S.
818'
②
28th AVE
PAVED
Parapet w/Restraining Grade
467'
Picket Rail
2090
1090
.1330
.452
.1450
.111.5
.133
.1092
110


'LR'
340' SP.
S = 9° 30' 10"
= 1.64
Parapet w/Picket Rail
7.13'
P.S.
2087+45.21
③
8.13'
PAVED
28th
2090
1090
Parapet w/Restraining Grade
4.67'
Parapet w/Picket Rail
6.0'
②
①

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REGON DEPARTMENT
F TRANSPORTATION

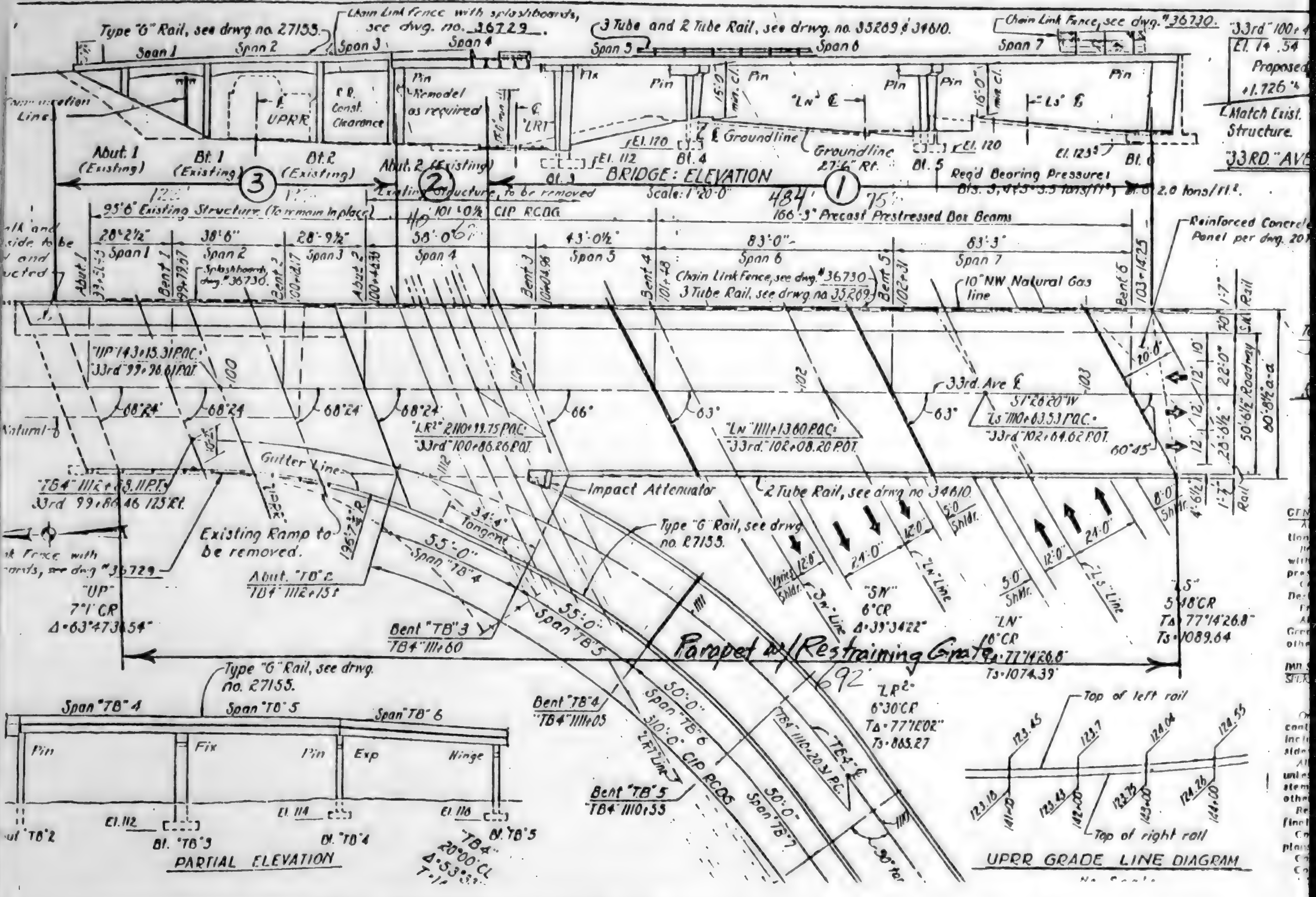
TABULATION SHE

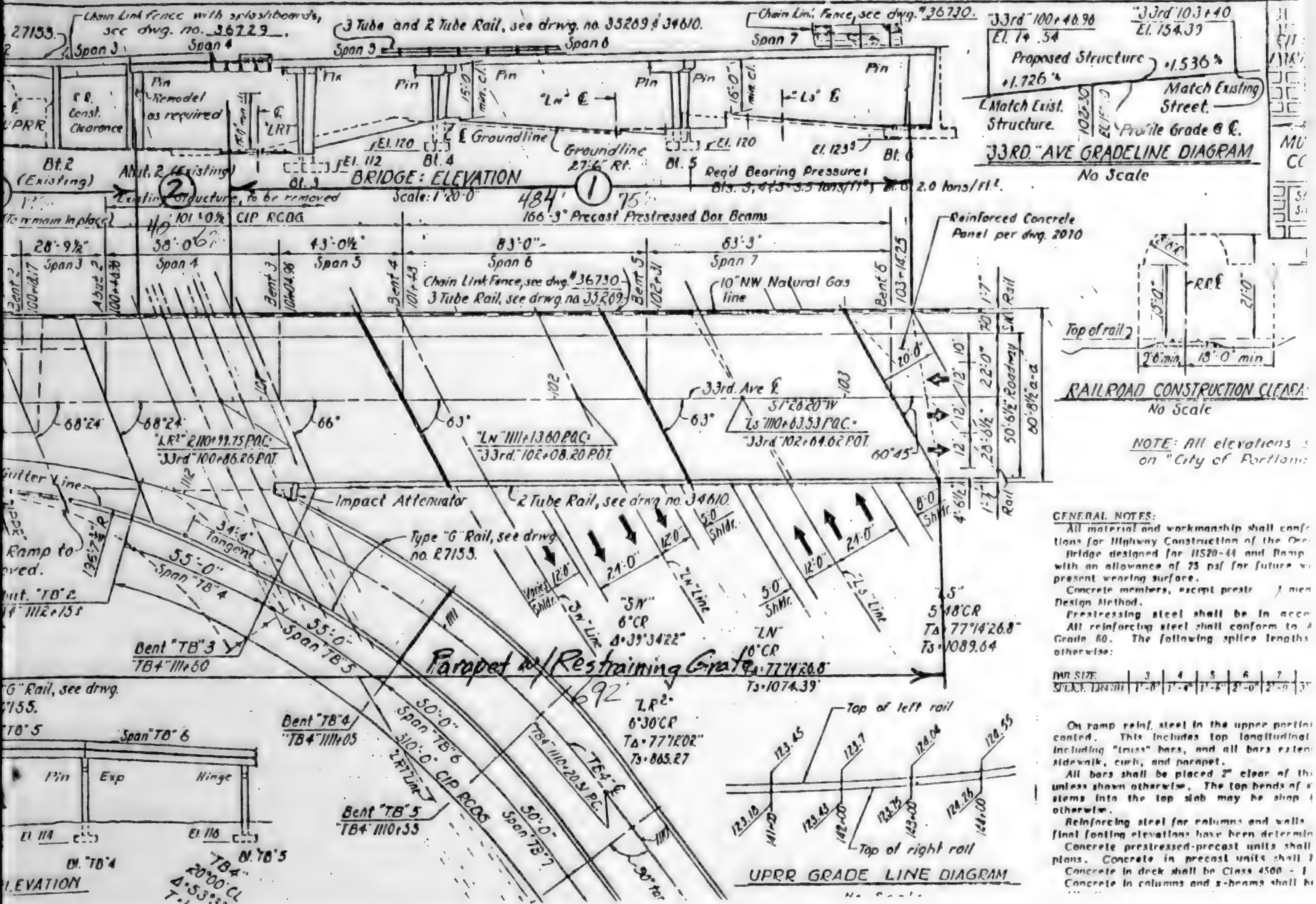
SHEET .... OF .... SHEE

NE 33rd Ave

[illegible] Cost [illegible]

Item	Zone	Quant	Unit Price	Cost (1)	(2)	(3)	Total
nc/Rebar	1	75%	$5935	$4451			
	2	6%			$356		
	3	19%				1128	
Item Subtotal		(100)					$5935
3-Tube Rail	1	484LF	39^{13}	18937			
	2	40LF	44^{00}		1760		
	3	122LF	44^{00}			5368	
Item Subtotal		(646)					2596
[illegible] Fence	1	225LF	22^{00}	4950			
	2	40LF	22^{00}		880		
	3	212LF	21^{58}			4575	
Item Subtotal		(477)					1040
Totals				$28238	2996	11071	4230
[illegible]	1	440LF	234[illegible]	103122			
	2	40LF	"		9376		
	3	212LF	"			49691	
Item Subtotal		(692)					16219
Totals				103[illegible]	[illegible]	[illegible]	[illegible]


Type "G" Rail, see drwg no. 27155
Chain Link Fence with splashboards, see dwg. no. 36729.
3 Tube and 2 Tube Rail, see drwg. no. 35209 & 34610.
Chain Link Fence, see dwg. # 36730.
"33rd" 100+4
El. 14.54
Proposed
+1.726%
Match Exist. Structure.
"33RD" AVE
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
Span 7
Construction Line
UPRR
R.R. Const. Clearance
Pin
Remodel as required
LRT
Fix
Pin
15'-0" min. cl.
16'-0" min. cl.
"LN" ℄
"LS" ℄
℄ Groundline
Groundline 27'-6" Rt.
El. 112
El. 120
El. 123
Abut. 1 (Existing)
Bt. 1 (Existing)
Bt. 2 (Existing)
Abut. 2 (Existing)
Bt. 3
Bt. 4
Bt. 5
Bt. 6
③
②
①
BRIDGE: ELEVATION
Scale: 1"=20'-0"
Req'd Bearing Pressure:
Bts. 3, 4 & 5 = 3.5 tons/ft.²
Bt. 6 = 2.0 tons/ft.²
Existing Structure, to be removed
101'-0½" CIP RCDG
95'-6" Existing Structure (To remain in place)
166'-3" Precast Prestressed Box Beams
122'
484'
75'
40'
28'-2½"
38'-6"
28'-9½"
58'-0"
43'-0½"
83'-0"
83'-3"
Abut 1 99+51.45
Bent 1 99+79.67
Bent 2 100+18.17
Abut 2 100+46.96
Bent 3 101+04.96
Bent 4 101+48
Bent 5 102+31
Bent 6 103+14.25
Splashboards dwg. # 36730
Chain Link Fence, see dwg. # 36730
3 Tube Rail, see drwg. no. 35209
10" NW Natural Gas line
Reinforced Concrete Panel per dwg. 20
"UP" 14 3+15.31 P.O.C.
"33rd" 99+96.61 P.O.T.
100
101
102
103
68°24'
66°
63°
60°45'
"LR²" 2110+99.75 P.O.C.
"33rd" 100+86.26 P.O.T.
"LN" 1111+13.60 P.O.C.
"33rd" 102+08.20 P.O.T.
33rd Ave ℄
S1°26'20"W
"LS" 1110+63.53 P.O.C.
"33rd" 102+64.62 P.O.T.
Natural
Gutter Line
"TB4" 1112+58.11 P.T.
33rd 99+86.46 125' Rt.
Existing Ramp to be removed.
Impact Attenuator
2 Tube Rail, see drwg no 34610
Type "G" Rail, see drwg. no. 27155.
195'-7½" R
34'-4" Tangent
55'-0" Span "TB" 4
55'-0" Span "TB" 5
Abut. "TB" 2
"TB4" 1112+15
Bent "TB" 3
"TB4" 1111+60
Fence with ... boards, see dwg # 36729
"UP"
7°1' CR
Δ = 63°47'34.54"
Varies Shldr.
12'-0"
24'-0"
5'-0" Shldr.
8'-0" Shldr.
"SN" Line
"LN" Line
"LS" Line
"SN"
6° CR
Δ = 39°34'22"
"LN"
10° CR
TΔ = 77°14'26.8"
Ts = 1074.39
"S"
5°18' CR
TΔ = 77°14'26.8"
Ts = 1089.64
Parapet w/ Restraining Grate
692'
"LR²"
6°30' CR
TΔ = 77°12'02"
Ts = 865.27
20'-0"
4'-6½"
1'-7"
10'
12'
28'-6½"
22'-0"
7'-0"
50'-6½" Roadway
60'-8½" a-a
Rail
S.W.
Bent "TB" 4
"TB4" 1111+05
Bent "TB" 5
"TB4" 1110+55
50'-0" Span "TB" 6
310'-0" CIP RCDS
50'-0" Span "TB" 7
"TB4" 1110+20.3 P.C.
"TB4" ℄
"LRT" Line
Span "TB" 4
Span "TB" 5
Span "TB" 6
Pin
Fix
Pin
Exp
Hinge
El. 112
El. 114
El. 118
Abut "TB" 2
Bt. "TB" 3
Bt. "TB" 4
Bt. "TB" 5
"TB4"
20°00' CL
Δ = 53°
PARTIAL ELEVATION
Top of left rail
Top of right rail
123.45
123.7
124.04
124.55
123.18
123.43
123.75
124.26
141+00
142+00
143+00
144+00
UPRR GRADE LINE DIAGRAM
No Scale


Chain Link Fence with splashboards, see dwg. no. 36729
3 Tube and 2 Tube Rail, see drwg. no. 35269 & 34610.
Chain Link Fence, see dwg. #36730
Span 3
Span 4
Span 5
Span 6
Span 7
R.R. Const. Clearance
UPRR
Pin
Remodel as required
"LRT" ℄
Fix
15'-0" min. cl.
16'-0" min. cl.
"Ln" ℄
"Ls" ℄
Groundline
27'-6" Rt.
El. 112
El. 120
El. 123
Bt. 2 (Existing)
Abut. 2 (Existing)
Bt. 3
Bt. 4
Bt. 5
Bt. 6
BRIDGE: ELEVATION
Scale: 1"=20'-0"
Existing structure to be removed
(To remain in place)
101'-0½" CIP RCDG
166'-3" Precast Prestressed Box Beams
Req'd Bearing Pressure: Bts. 3, 4 & 5 3.5 tons/ft.² Bt. 6 2.0 tons/ft.²
28'-9½"
38'-0"
43'-0½"
83'-0"
83'-3"
Bent 2 100+12.17
Abut 2 100+48.70
Bent 3 100+04.96
Bent 4 101+43
Bent 5 102+31
Bent 6 103+14.25
Chain Link Fence, see dwg. #36730
3 Tube Rail, see drwg. no. 35269
10" NW Natural Gas line
Reinforced Concrete Panel per dwg. 2010
"33rd" 100+40.96 El. 1?.54
"33rd" 103+40 El. 154.39
Proposed Structure
+1.726%
+1.536%
Match Exist. Structure
Match Existing Street.
102+30
Profile Grade @ ℄
33RD. AVE GRADELINE DIAGRAM
No Scale
Top of rail
15'-0"
21'-0"
2'-6" min.
18'-0" min
R.R. ℄
RAILROAD CONSTRUCTION CLEARA
No Scale
NOTE: All elevations
on "City of Portlan
68°24'
66°
63°
60°45'
"LR²" 2110+99.75 P.O.C.
"33rd" 100+86.26 P.O.T.
"LN" 1111+13.60 P.O.C.
"33rd" 102+08.20 P.O.T.
33rd Ave ℄
S1°26'20"W
"Ls" 1110+63.53 P.O.C.
"33rd" 102+64.62 P.O.T.
-102
-103
Impact Attenuator
2 Tube Rail, see drwg. no. 34610
Type "G" Rail, see drwg. no. R7155
Gutter Line
Ramp to be removed.
195'-7½" R
34'-4" Tangent
55'-0" Span "TB" 4
55'-0" Span "TB" 5
50'-0" Span "TB" 6
50'-0" Span "TB" 7
310'-0" CIP RCDG
"LRT" Line
Bent "TB" 3 "TB4" 1111+60
Bent "TB" 4 "TB4" 1111+05
Bent "TB" 5 "TB4" 1110+55
"TB4" 1110+20.31 P.C.
Abut. "TB" 2 "TB4" 1112+15
Parapet w/ Restraining Grate
Varies Shldr.
12'-0"
21'-0"
5'-0" Shldr.
8'-0" Shldr.
"3N" 6°CR Δ=39°34'22"
"LN" 10°CR TΔ=77°14'20.8" Ts=1074.39'
"S" 5°48'CR TΔ=77°14'26.8" Ts=1089.64
"LR²" 6°30'CR TΔ=77°12'02" Ts=865.27
"3N" Line
"Ln" Line
"Ls" Line
4'-6½"
1'-7"
20'-6½"
22'-0"
12'
10'
Rail
SW
50'-6½" Roadway
80'-8½" a-a
"G" Rail, see drwg. R7155.
Span "TB" 6
Pin
Exp
Hinge
El. 114
El. 116
Bt. "TB" 4
Bt. "TB" 5
"TB4" 20°00' CL Δ=53°
ELEVATION
Top of left rail
Top of right rail
123.10
123.45
123.43
123.7
123.75
124.04
124.26
124.55
141+00
142+00
143+00
144+00
UPRR GRADE LINE DIAGRAM
No Scale
484'
75'
692'
169'

GENERAL NOTES:

All material and workmanship shall conf tions for Highway Construction of the Ore

Bridge designed for HS20-44 and Ramp with an allowance of 25 psf for future w present wearing surface.

Concrete members, except prestr mem Design Method.

Prestressing steel shall be in acce

All reinforcing steel shall conform to A Grade 60. The following splice lengths otherwise:

BAR SIZE	3	4	5	6	7	
SPLICE LENGTH	1'-0"	1'-4"	1'-6"	2'-0"	2'-9"	3'

On ramp reinf. steel in the upper portion coated. This includes top longitudinal including "truss" bars, and all bars exten sidewalk, curb, and parapet.

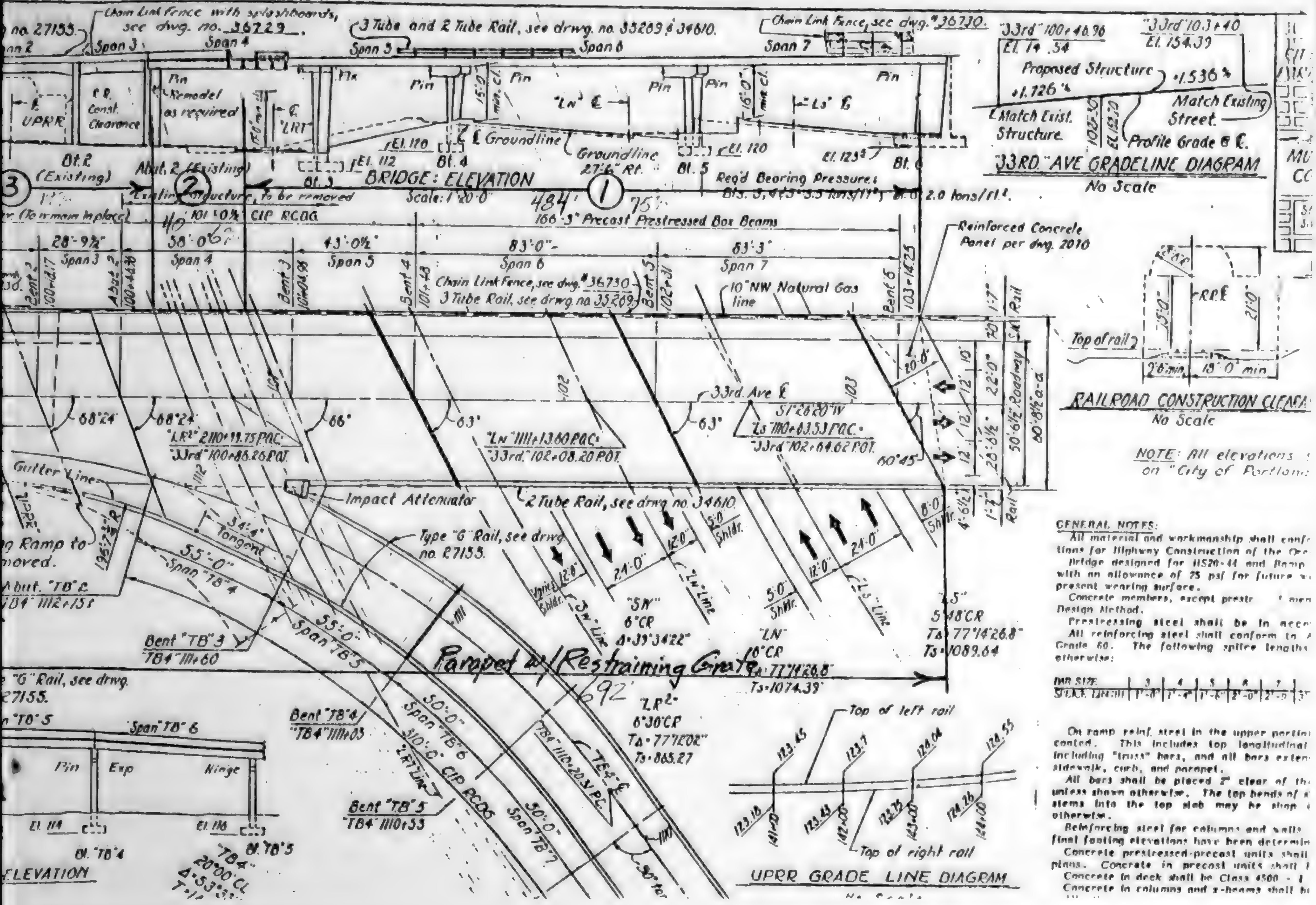
All bars shall be placed 2" clear of th unless shown otherwise. The top bends of stems into the top slab may be shop otherwise.

Reinforcing steel for columns and walls final footing elevations have been determin

Concrete prestressed-precast units shall plans. Concrete in precast units shall

Concrete in deck shall be Class 4500 - 1

Concrete in columns and x-beams shall be


no. 27153
Span 2
Chain Link Fence with splashboards, see dwg. no. 36729
Span 3
Span 4
3 Tube and 2 Tube Rail, see drwg. no. 35269 & 34610.
Span 3
Span 6
Chain Link Fence, see dwg. # 36730
Span 7
℄ UPRR
R.R. Const. Clearance
Pin Remodel as required
17'-0" min. cl.
℄ "LRT"
Fix
Pin
15'-0" min. cl.
Pin
"Ln" ℄
Pin
16'-0" min. cl.
Pin
"Ls" ℄
Pin
℄ Groundline
Groundline 27'-6" Rt.
El. 120
El. 112
Bt. 4
Bt. 3
El. 120
Bt. 5
El. 123.5
Bt. 6
Bt. 2 (Existing)
Abut. 2 (Existing)
BRIDGE: ELEVATION
Scale: 1" = 20'-0"
Req'd Bearing Pressures:
Bts. 3, 4 & 5 = 3.5 tons/ft.²; Bt. 6 2.0 tons/ft.²
3
2
1
(To remain in place)
Existing structure, to be removed
101'-0½" CIP RCDG
484'
75'
166'-3" Precast Prestressed Box Beams
28'-9½"
Span 3
58'-0"
Span 4
43'-0½"
Span 5
83'-0"
Span 6
83'-3"
Span 7
Bent 2 100+12.17
Abut. 2 100+44.70
Bent 3 101+04.96
Bent 4 101+48
Bent 5 102+31
Bent 6 103+14.25
Chain Link Fence, see dwg. # 36730
3 Tube Rail, see drwg. no. 35269
10" NW Natural Gas line
Reinforced Concrete Panel per dwg. 2010
"33rd" 100+40.96
El. 14 .54
"33rd" 103+40
El. 154.39
Proposed Structure
+1.726%
+1.536%
Match Existing Street.
℄ Match Exist. Structure.
102+30
El. 152.30
Profile Grade & ℄
33RD. AVE GRADELINE DIAGRAM
No Scale
1'-7"
7'-0"
S.W.
Rail
10'
12'
12'
12'
22'-0"
28'-6½"
50'-6½" Roadway
60'-8½" a-a
20'-0"
Top of rail
15'-0"
R.R. ℄
21'-0"
2'-6" min.
18'-0" min.
RAILROAD CONSTRUCTION CLEARANCE
No Scale
NOTE: All elevations on "City of Portland
68°24'
68°24'
66°
63°
63°
60°45'
-102
-103
"LRT" 2110+99.75 P.O.C.
"33rd" 100+86.26 P.O.T.
"Ln" 1111+13.60 P.O.C.
"33rd" 102+08.20 P.O.T.
33rd. Ave ℄
S1°28'20"W
"Ls" 1110+83.53 P.O.C.
"33rd" 102+64.62 P.O.T.
Gutter Line
Ramp to be removed.
Abut. "TB" 2
"TB4" 1112+15
Impact Attenuator
2 Tube Rail, see drwg. no. 34610.
Type "G" Rail, see drwg. no. 27153.
34'-6" Tangent
55'-0"
Span "TB" 4
55'-0"
Span "TB" 5
Varies Shldr.
12'-0"
24'-0"
12'-0"
5'-0" Shldr.
"Sn" Line
"Ln" Line
5'-0" Shldr.
12'-0"
24'-0"
"Ls" Line
8'-0" Shldr.
4'-6½"
1'-7"
Rail
"SN" 6° CR
Δ=39°34'22"
"LN" 10° CR
TΔ=77°14'26.8"
Ts=1074.39'
"LS" 5°48' CR
TΔ=77°14'26.8"
Ts=1089.64
Parapet w/ Restraining Grate
692'
"LR"² 6°30' CR
TΔ=77°12'02"
Ts=865.27
Bent "TB" 3
"TB4" 1111+60
Type "G" Rail, see drwg. no. 27153.
Span "TB" 5
Span "TB" 6
Pin
Exp
Hinge
El. 114
El. 116
Bt. "TB" 4
Bt. "TB" 5
ELEVATION
Bent "TB" 4
"TB4" 1111+03
50'-0"
Span "TB" 6
310'-0" CIP RCDG
"LRT" Line
Bent "TB" 5
"TB4" 1110+53
50'-0"
Span "TB" 7
"TB4" 1110+20.31 P.C.
"TB4" ℄
"TB4" 20°00' CL
Δ=53°
Top of left rail
123.45
123.7
124.04
124.55
123.18
141+00
123.43
142+00
123.75
143+00
124.26
144+00
Top of right rail
UPRR GRADE LINE DIAGRAM
No Scale

GENERAL NOTES:

All material and workmanship shall conf
tions for Highway Construction of the Ore
Bridge designed for HS20-44 and Ramp
with an allowance of 25 psf for future w
present wearing surface.

Concrete members, except prestr   mem
Design Method.

Prestressing steel shall be in acco
All reinforcing steel shall conform to A
Grade 60. The following splice lengths
otherwise:

BAR SIZE	3	4	5	6	7	
SPLICE LENGTH	1'-0"	1'-4"	1'-6"	2'-0"	2'-9"	3'

On ramp reinf. steel in the upper portio
coated. This includes top longitudinal
including "truss" bars, and all bars exten
sidewalk, curb, and parapet.

All bars shall be placed 2" clear of th
unless shown otherwise. The top bends of s
stems into the top slab may be shop
otherwise.

Reinforcing steel for columns and walls
final footing elevations have been determin

Concrete prestressed-precast units shall
plans. Concrete in precast units shall

Concrete in deck shall be Class 4500 -

Concrete in columns and x-beams shall b

·rm 734-3049 (Rev. 2-79)
REGON DEPARTMENT
F TRANSPORTATION

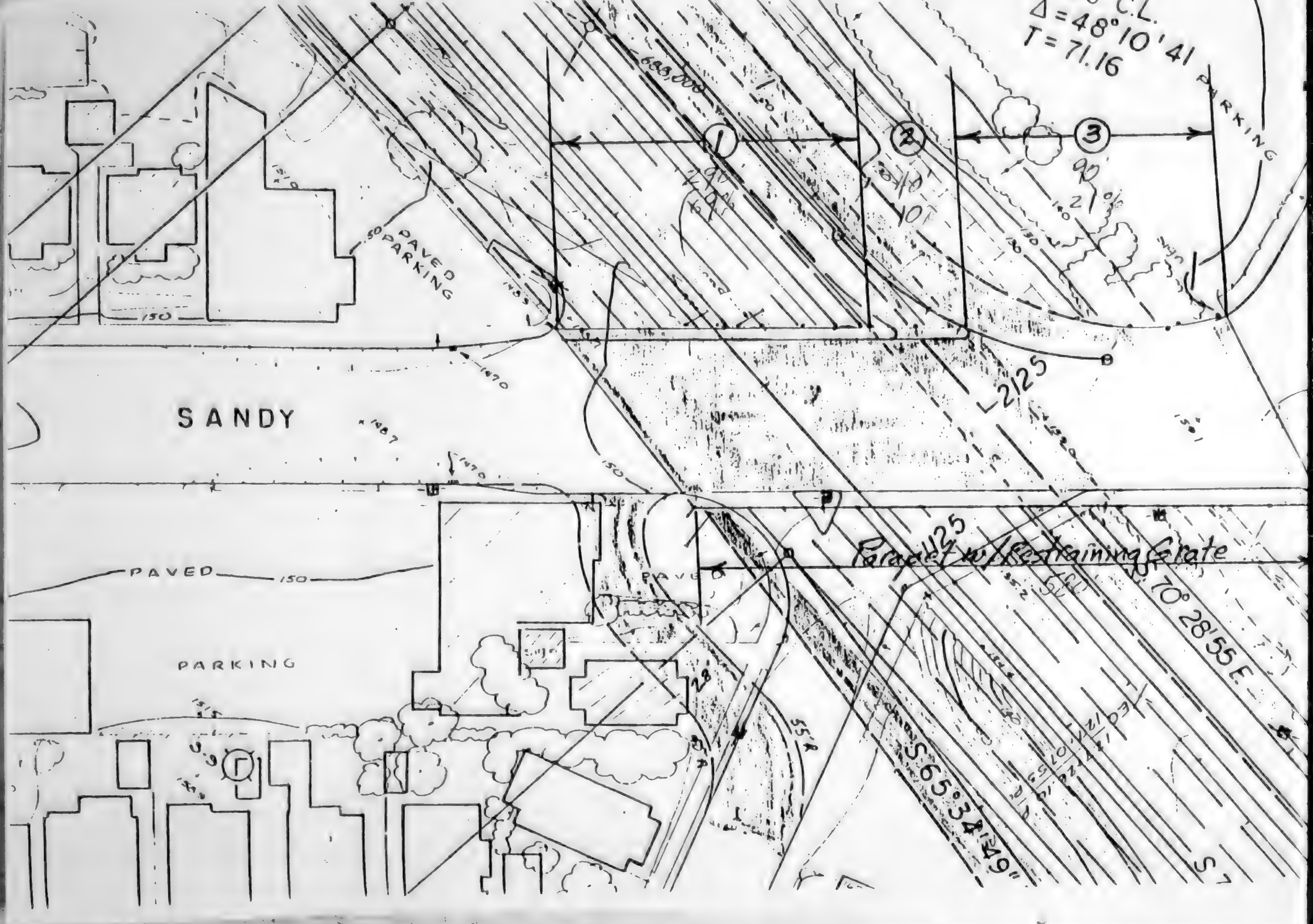
TABULATION SHE

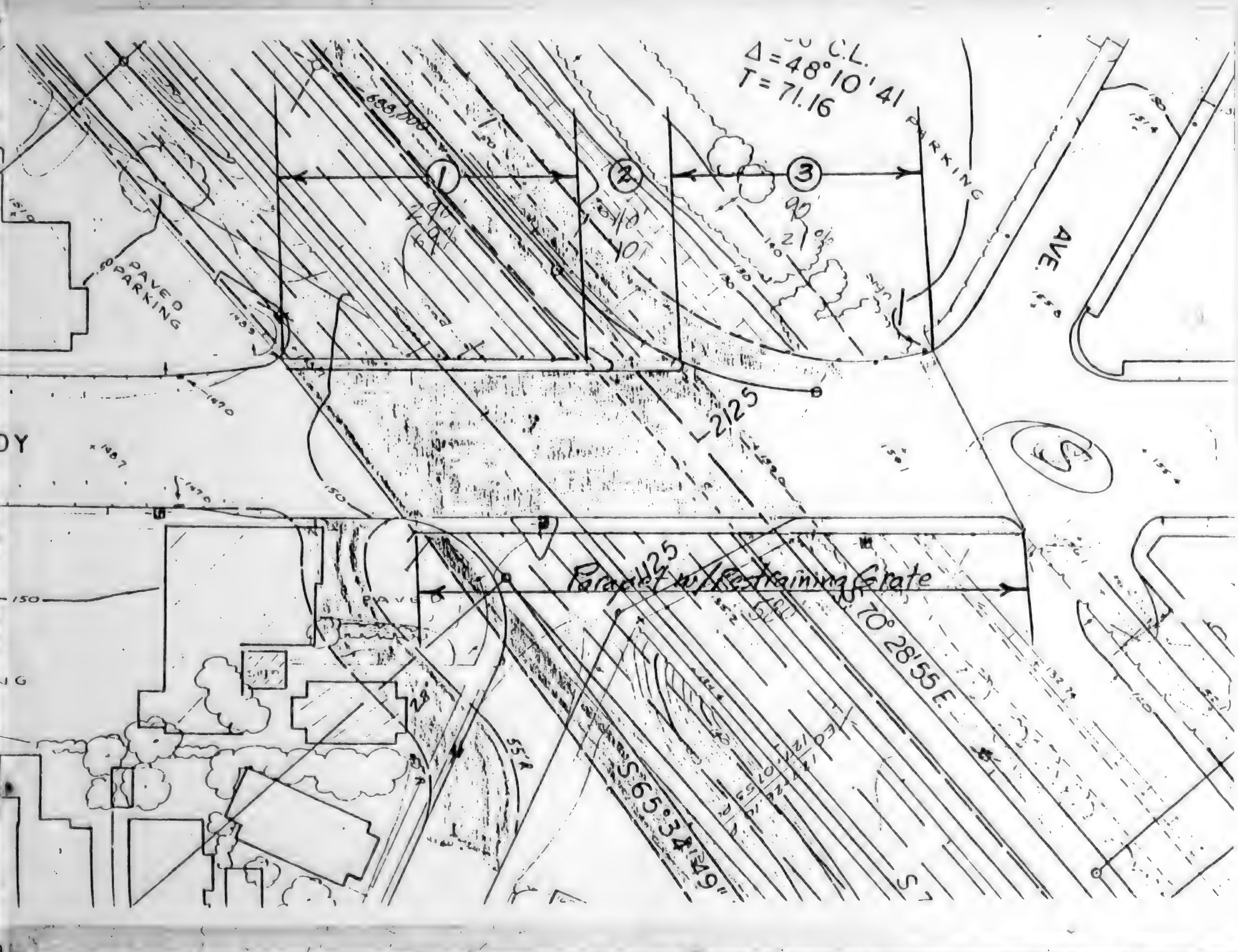
SHEET .... OF .... SHEE

NE S[illegible] Blvd

[illegible]

Item		Zone	Quan.	Unit Price	Cost			T[illegible]
					1	2	3	
[illegible]/Barrier		1	69%	3861	2664			
		2	10%	"		386		
		3	21%	"			811	
Item Subtotal			(100)					386
[illegible]-Tube Rail		1	290LF	39^{17}	11359			
		2	40LF	44^{00}		1760		
		3	90LF	44^{00}			3960	
Item Subtotal			(420)					1707
L-10R Fence		1	290LF	22^{00}	6380			
		2	40LF			880		
		3	250LF				5500	
Item Subtotal			(580)					1276
Totals					20403	3026	10271	3370
[illegible]		1	290LF	[illegible]	6797[illegible]			
		2	40LF			[illegible]76		
		3	250LF				58598	
Item Subtotal			(580)					1359
Totals					[illegible]	[illegible]	58598	1359


Δ=48°10'41
T=71.16
C.L.
PARKING
① ② ③
90
21%
10'
PAVED
PARKING
150
SANDY
2125
150
PAVED
150
PARKING
Parapet w/Restraining Grate
2125
70° 28'55 E
S 65°34'49"
55'R
28


C.L.
Δ=48°10'41
T=71.16
PARKING
PAVED PARKING
①
②
③
90
21%
10'
AVE
DY
L 2125
125
Parapet w/ Restraining Grate
S 70°28'55"E
S 65°34'49"
150
55R
S

orm 734-3049 (Rev. 2-79)
REGON DEPARTMENT
F TRANSPORTATION

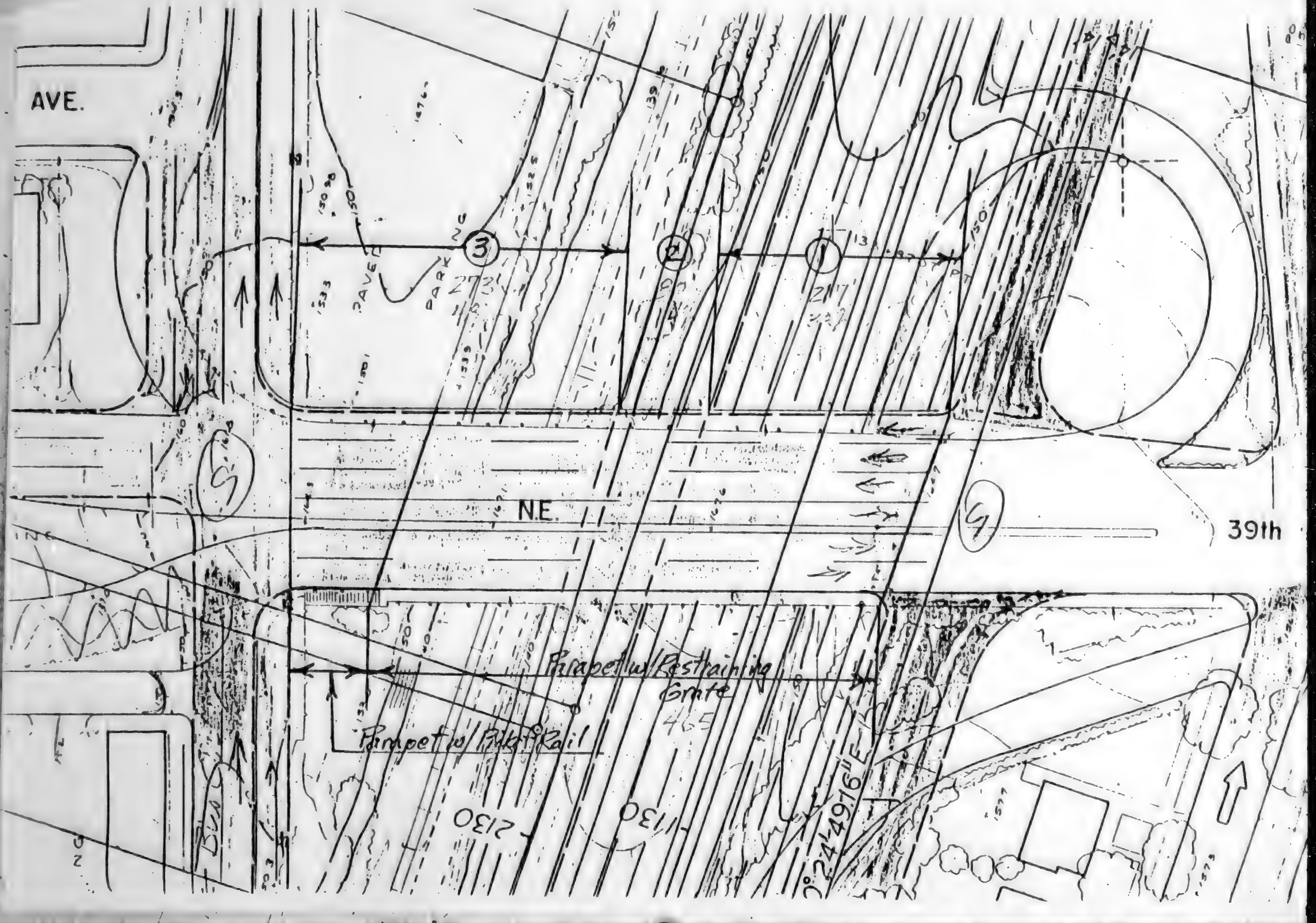
TABULATION SHE

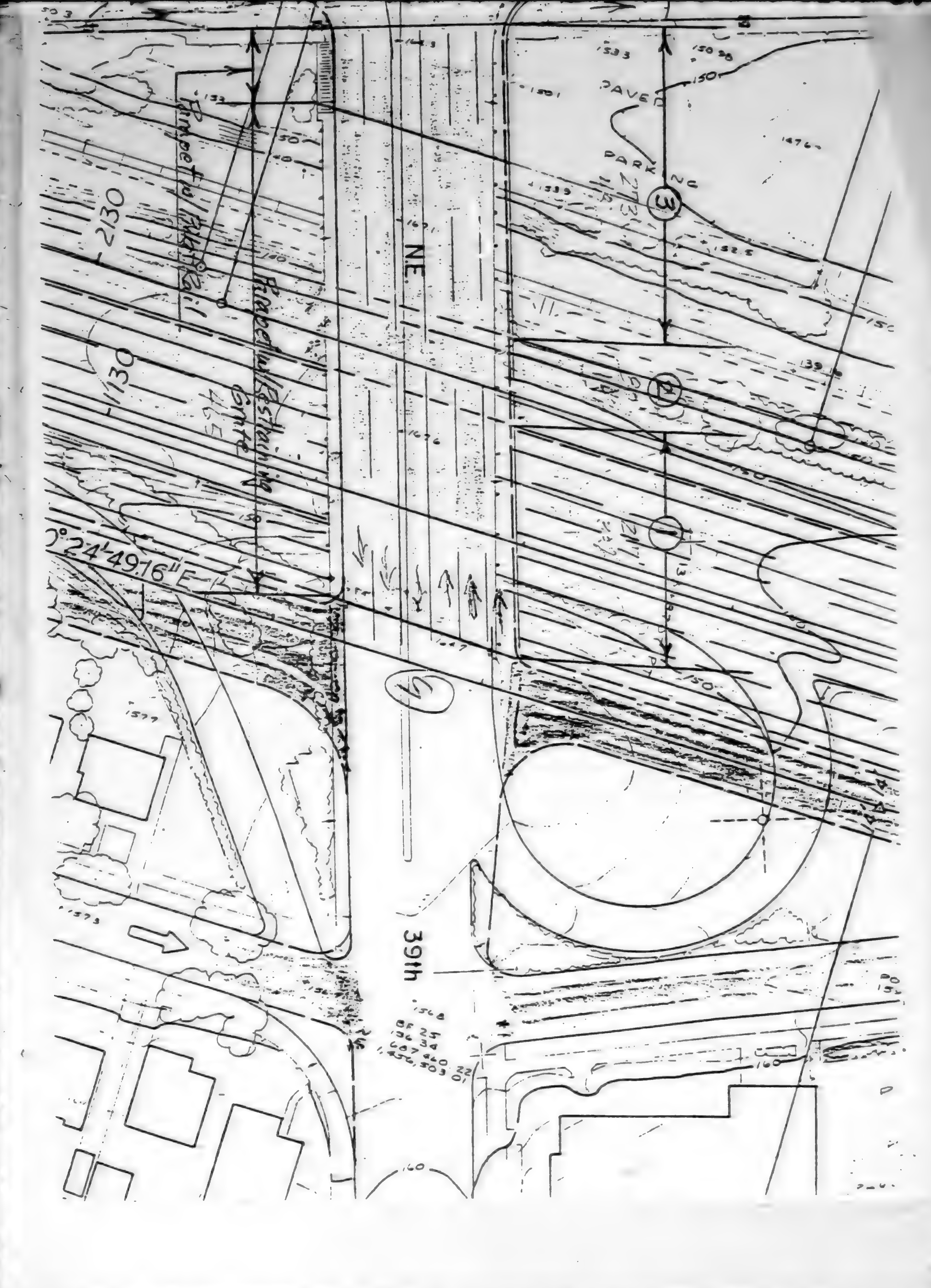
SHEET .... OF .... SHEE

[illegible]

Heid[illegible]

Item	Zone	Quant	[illegible]	①	②	③	To[illegible]
[illegible]	①	39%	4621	[illegible]			
	②	14%	"		647		
	③	[illegible]%	"			[illegible]	
Item Subtotal		(100)					[illegible]
[illegible] Rail	①	217LF	[illegible]	[illegible]			
	②	80LF	"		3520		
	③	273LF	"			12012	
Item Subtotal		(570)					[illegible]
[illegible]	①	217LF	[illegible]	[illegible]			
	②	80LF	"		1760		
	③	168LF	"			[illegible]	
[illegible]		(465)					[illegible]
Totals				[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	①	0	[illegible]	0			
	②	0			–		
	③	105LF	"			[illegible]	
Item Subtotal		([illegible])					[illegible]
[illegible] Retaining [illegible]	①	[illegible]	[illegible]	[illegible]			
	②	80LF			[illegible]		
	③	168LF				[illegible]	
[illegible]							[illegible]
Totals				[illegible]	18751	55,179	[illegible]


AVE.
N.E.
39th
PAVED
PARKING
③
②
①
273
217
465
Parapet w/ Restraining Grate
Parapet w/ Ped. Rail
2130
1130
0°24'49.16"E
Bus


PAVED
PARKING
N.E.
39th
③
②
①
⑨
2/30
1/30
0°24'49.16"E
Proposed Hand Rail
Proposed Restraining Gate
1533
1501
1476
150
160

9513

5

November 4, 1983

CON 5
#9513

Rose and Sanders
Attorneys at Law
610 SW Broadway, Suite 508
Portland, OR 97205

Attention: Steven M. Rose

Gentlemen or Ladies:

Thank you for your letter of November 2, 1983, advising us that the claim filed by Michael W. Spurlock and Robert D. Pyle has been settled.

This was in reference to the S. J. Groves and Sons Company Contract No. 9513 for work on the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves and Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

American Insurance Co.
121 SW Salmon Street, Suite 900
Portland, OR 97204

FKM;kjm

November 4 983
kjm

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 808
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

November 2, 1983

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Michael W. Spurlock
Robert D. Pyle
Contract K9513 - Claim for Wages

Dear Mr. Gormsen:

Please be advised that the above-numbered claim has been settled.

Yours very truly,

Steven M. Rose

cc Michael W. Spurlock
Robert D. Pyle

SMR:sed

RECEIVED
NOV - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KJ CL 83-223 5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 2 1983
NORMA PAULUS
SECRETARY OF STATE

November 1, 1983

IN REPLY REFER TO
FILE NO.
CON 5
#9513

Rose and Sanders
Attorneys at Law
610 S.W. Broadway, Suite 508
Portland, OR 97205

Attention: Steven M. Rose

Gentlemen or Ladies:

This will acknowledge your letter of October 26, 1983, on behalf of Brian Mills filing a claim against the following Highway Division contract:

FILED BY:	Brian Mills
AMOUNT:	$2,380 plus interest, civil penalty and attorney fees
FOR:	Unpaid wages
AGAINST (Prime contractor):	S. J. Groves & Sons Company
SUBCONTRACTOR:	N. Young's Steel Fabrication Co.
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project, Columbia River Highway, Multnomah County
SURETY:	The American Insurance Co.

Nov 3, 1983
kjm

We note that you have advised the surety, prime contractor and the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

RECEIVED
NOV - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue, N.E.
Bellevue, WA 98004

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.

731-0188

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

October 26, 1983

Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Contract K9513, Claim Against Bond of S.J. Groves and Sons Company and Against Bond of N. Young's Steel Fabrication Co., Inc.

TO: THE OREGON DEPARTMENT OF TRANSPORTATION:

Notice is hereby given pursuant to ORS 279.528 that Brian Mills has a claim for unpaid wages against N. Young's Steel Fabrication Co., Inc. for labor performed in conjunction with Contract K9513. In particular, Mr. Mills worked as a welder, fitter and in shop maintenance commencing in January of 1983 and terminating in April, 1983. N. Young's Steel Fabrication Co., Inc. now owes Mr. Mills unpaid wages in the approximate amount of $2,380, interest thereon at the rate of Nine Percent (9%) per annum from March 1, 1983, a civil penalty in the approximate amount of $2,100 and reasonable attorney fees.

The principal contractor for Contract K9513 is S.J. Groves and Sons Company and N. Young's Steel Fabrication Co., Inc. is a subcontractor to S. J. Groves and Sons Company. S.J. Groves and Sons Company furnished a payment and performance bond issued by American Insurance Company without a bond number. N. Young's Steel Fabrication Co., Inc. furnished a payment and performance bond issued by Heritage Insurance Company of America. The bond number is 25388. Mr. Mills hereby gives written notice of this claim against both bonds and his intent legal action.

A copy of this notice is being mailed by certified mail, return receipt requested, to the following persons or companies:

N. Young's Steel Fabrication Co., Inc.
2330 N.E. Columbia Boulevard
Portland, Oregon 97211

RECEIVED
DOT DIRECTOR
OCT 28 '83
REFER TO
Sign Act File

S.J. Groves and Sons Company
E & C West Headquarters
2255 - 116th Avenue N.E.
Bellevue, Washington 98004

Paul Barnhart, Project Manager
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

Johnson & Higgins, Inc.
Suite 220
1100 Washington Square
Minneapolis, Minn. 55401

American Insurance Company
(Fireman's Fund Insurance)
121 S.W. Salmon Street
Portland, Oregon 97204

Heritage Insurance Company of America
c/o Mark M. LeCoq
Attorney at Law
1100 S.W. Sixth Avenue, #1200
Portland, Oregon 97204

Heritage Insurance Company of America
7366 N. Lincoln Avenue
Lincolnwood, Illinois 60646

Yours very truly,

Steven M. Rose

CERTIFIED
P 493 050 299
MAIL

SMR:sr
cc: Brian Mills

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9-15

Pla 8
Banfield

October 21, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson , Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Fire Alarm Facilities Relocation
Fire Alarm Division, Bureau of Fire
City of Portland
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Fire Alarm Division, Bureau of Fire, City of Portland to proceed with the relocation of their fire alarm facilities in conflict with this project as of July 15, 1982 is requested. An estimate of cost is being prepared by the Fire Alarm Division. Rough estimate of cost is $15,000. The estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost. Submission of this confirmation was inadvertently overlooked at the time the verbal authorization was given.

RECEIVED
TECHNICAL SERVICES
OCT 25 '83
REFER TO
FOR
Info Inves R/D D R Sign Act File

Advanced authorization date of
July 15, 1982 is approved

Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
R. L. Fleming
Pete Gonzalez

REC[illegible]
OCT [illegible]
RR & UTILITY UNIT

5

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

October 21, 1983

Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Contract K9513, Claim Against Bond
of S.J. Groves and Sons Company

Dear Sirs:

On October 12, 1983, this office sent to the Department of Transportation a notice regarding this claim. The notice indicates that a copy was sent to S.J. Groves and Sons Company at the address of 2330 N.E. Columbia Boulevard, Portland, Oregon 97211.

This letter was returned to our office with the notation that the offices at the address above were vacant. We have remailed the notice to S.J. Groves and Sons Company at the following addresses on this date:

S. J. Groves and Sons Company
E & C West Headquarters
Attn: Mr. Wolf
2255 - 116th Avenue N.E.
Bellevue, Washington 98004

S.J. Groves and Sons Company
3245 N.E. Clackamas
Portland, Oregon 97232

For the same reason, it has also been necessary to resend the notice to Johnson & Higgins Inc. The notice was remailed to the following address on this date:

Johnson & Higgins, Inc.
Suite 220
1100 Washington Square
Minneapolis, Minn. 55401

Thank you for your attention to this matter.

Yours very truly,

Steven M. Rose

RECEIVED
OCT 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

No response nec.

SMR:sr
cc: American Insurance Company (Fireman's Fund Insurance)
Paul Barnhart, Project Mgr, Oregon Dept. of Transportation
Norma Paulus, Secretary of State
Johnson & Higgins Inc.

9
rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) & UMTA-OR-23-9001

Plans & Field

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 5/17/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

Orig 10/24

10. GENERAL LOCATION:

NE Union Avenue – NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER (*Specify*) Utility adjustment

13. REMARKS

As requested by Mr. Potter's letter of 10/6/83 this will confirm the advance approval date of 5/17/82 to proceed with the actual adjustments for Northwest Natural Gas Company's gas main relocation in addition to that previously authorized on 5/17/82 for work at station "LRT" 2089 and 2095. Reimbursement on an actual cost basis estimated to be $8,832 Federal Funds $7,507 is approved.

I approve the Agreement with Northwest Natural Gas Company.

The above approval is contingent upon modification of Project Agreement if additional funds are required.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 10/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hass

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 83-190✓

✓bc: Secretary of State - 5
Please advise us of your
filing date and number of
the attached claim on the
enclosed copy of this
letter. Claim filed
directly by attorney.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]
NORMA PAULUS

October 17, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9513

Rose and Senders
Attorneys at Law
610 SW Broadway, Suite 508
Portland, OR 97205

Attention: Steven M. Rose

Gentlemen or Ladies:

This will acknowledge your letter of October 12, 1983, on behalf of Joey S. McGowan filing a claim against the following Highway Division contract:

FILED BY:	Joey S. McGowan
AMOUNT:	$23,000 plus interest, penalty and attorney fees
FOR:	Wages
AGAINST (Prime contractor)	S. J. Groves & Sons Company
SUBCONTRACTOR:	N. Young's Steel Fabrication Co., Inc.
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th (Banfield Light Rail) Section, Columbia River Highway, Multnomah County
SURETY:	The American Insurance Co.

NOTED ON CARD
Oct 20, 1983
kjm

We note that you have filed this with the Secretary of State, surety and the contractor.

Please advise this office (121 Transportation Building, Salem, OR 97310) rather than the Director's office when your client's claim has been paid.

RECEIVED
OCT 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: The American Insurance Co.
121 SW Salmon Street, Suite 900
Portland, OR 97204

S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

721-0188

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

October 12, 1983

Director
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

CERTIFIED MAIL - Return
Receipt Requested

Re: Contract K9513, Claim Against Bond of
S. J. Groves and Sons Company

TO: THE OREGON DEPARTMENT OF TRANSPORTATION

Notice is hereby given pursuant to ORS 279.528 that Joey S. McGowan has a claim for unpaid wages against N. Young's Steel Fabrication Co., Inc. for labor performed in conjunction with Contract K9513. In particular, Mr. McGowan was employed by N. Young's Steel Fabrication Co., Inc. as foreman. His employment was terminated in the beginning of April, 1983. N. Young's Steel Fabrication Co., Inc. now owes McGowan unpaid wages in excess of $23,000, interest thereon at the rate of 9 percent per annum from March 1, 1983, a civil penalty in the approximate amount of $3,740 and reasonable attorney fees.

The principal contractor for Contract K9513 is S. J. Groves and Sons Company and N. Young's Steel Fabrication Co., Inc. is a subcontractor to S. J. Groves and Sons Company. S. J. Groves and Sons Company furnished a payment and performance bond issued by American Insurance Company without a bond number. Mr. McGowan hereby gives written notice against S. J. Groves and Sons Company, American Insurance Company and N. Young's Steel Fabrication Co., Inc. of his intent to initiate legal action against them.

A copy of this notice is being mailed by certified mail, return receipt requested, to the following persons or companies:

American Insurance Company (Fireman's Fund Insurance)
121 S.W. Salmon Street
Portland, OR 97204

S. J. Groves and Sons Company
2330 N.E. Columbia Boulevard
Portland, OR 97211

Paul Barnhart, Project Manager
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Norma Paulus
Secretary of State
State Office Building
Salem, OR 97310

Johnson & Higgins Inc.
2324 IDS Center
80 S. 8th Street
Minneapolis, MN 55402

Sincerely,

Steven M. Rose

SMR:sed
cc: Joey S. McGowan

RECEIVED
OCT 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DOT DIRECTOR
OCT 14 '83
REFER TO
[illegible]
FOR

October 6, 1983

RECEIVED
TECHNICAL SERVICES
OCT 10 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Adminstrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Natural Gas Main Relocation
Northwest Natural Gas Company
N.E. 28th Ave.-N.E. 33rd Ave.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

Here is a copy of a billing of cost to adjust Northwest Natural Gas Company's facilities, and a sketch showing their relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billing of cost submitted herewith and our letter authorizing payment for the work. Relocation work was anticipated in the same general area between Stations "LRT" 2089 and 2095.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work in this area as of May 17, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,832. Work will be covered by OFW #39.

JMC/GAP/llr
Enclosure
cc: ✓E. S. Hunter, D. E. Swan, Jack M. Cartwright

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 5, 1983

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
OCT 6 '83
REFER TO
FOR
Info Inves R/D

Henry Barber
Proven Products, Inc.
7560 SW Laview Drive
Portland, OR 97219

NOTED
W. E. SCHWARTZ

Dear Mr. Barber:

Re: Plastic Glare Screens
Contract No. 9513
NE Union-NE 39th Ave.

We have reviewed the matter of acceptability and payment referred to in your letter of August 25, 1983 and find that there were reasons for delay of payment due to some of product not meeting specifications and due to the fact that we do not pay the contractor until he bills us. He has recently billed us and has been paid. Therefore, we see no reason why S.J. Groves cannot make payment at this time.

Some of the problems associated with the product were:

1. The Standard 3/8" x 3-1/2" bolts furnished to mount the glare shields would not work. This was corrected by shortening the bolts to 3-1/4".

2. The flat washers furnished were electroplated instead of galvanized as specified. This has been corrected.

3. Initially only two brackets were submitted for testing to represent some 6,300 brackets. These failed to meet the minimum 2 oz. zinc coating specification. An additional 50 brackets were tested and found to comply.

We hope this helps to explain the delays and that billing will be more expedient in the future.

Sincerely,

O. B. Jackmond
for Duane O. Christensen, P.E.
Construction Operations
Engineer

DOC:mk

cc: W. E. Schwartz ✓

Form 734-3122

KE 3

PROVEN PRODUCTS INC.
7560 S.W. Laview Drive
Portland, Oregon 97219
503/244-9185

August 25, 1983

Re: Contract 9513
Columbia River Highway
N.E. Union to N.E. 39th Avenue

H. S. Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

This Company provided the plastic glare screen blades and brackets to S. J. Groves & Sons Company. We billed Groves on February 15, 1983 for the completed order.

Sometimes later questions about the bent through bolts were raised and the subject got bogged down somewhere within the Department of Transportation - this according to Groves.

Would it be asking too much of you to have somebody look into the matter? Groves refuses to pay and we cannot afford to let them sit on our money indefinetely.

Sincerely,

PROVEN PRODUCTS INC.

Henry Barber

Henry Barber, President
HB:ea
encl.

RECEIVED
STATE HWY ENGR
AUG 26 '83
REFER TO
Christensen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

NOTED
W. E. SCHWARTZ

WES

S. J. Groves & Sons Company

CONTRACTORS AND ENGINEERS

Address reply to:
P.O. Box 13160
Rose City Park Station
Portland, OR 97213
Telephone 503/239-8486

Regional office:
2255 116th Avenue N.E.
Bellevue, WA 98004

August 22, 1983

Proven Products, Inc.
7560 SW Laview Drive
Portland, Oregon 97219

Gentlemen:

The reason for the delay of approval on the thru-bolts for the glare screen, is the States concern over the quality of the galvinized coating on the bolts.

We are activily pursuing the States dispensation on these bolts. As soon as their decision is made you will be notified and your invoice paid, or the bolts will be returned.

Very truly yours,

Ralph Keyes

Ralph Keyes
Project Engineer

RK:kp

August 17, 1983 Re: 105-0056

S. J. Groves & Sons Company
P. O. Box 13160
Portland, OR 97213

Gentlemen:

This concerns the thru-bolts for the glare screen, which were already subject of our letter of July 7, 1983.

Only today I have learned personally from your Mr. Mike Kerchner that approval of these bolts has not yet be given.

This Company and our supplier, Portland Contractors Supply, Inc., have complied with every request ever voiced concerning these bolts.

The time has come when we have to demand clarification in writing what causes the delay of approval and your withholding from us the amount of $ 1,605.- invoiced onnFebruary 15, 1983.

I am looking forward to your response within the next few days.

Sincerely,

PROVEN PRODUCTS INC. Portland Contractors Supply, Inc.

Henry Barber, President Jack Anderson, General Manager
HB:ea

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/10/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Aveune - NE 39th Avenue

11. GENERAL DESCRIPTION OF WORK
Furnish "DS-180" Ramp Metering Printer

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the authorization date of 8/10/83 as requested in Mr. Keasey's letter of 9/13/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 13 is approved for a TEC of $2,000 Federal Funds $1,700.

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
10/7

14. DATE 9/30/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9513

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Group I F
100%

PROJECT NAME (SECTION) Union Ave- 39th Ave.		CONTRACT NO. 9513
HIGHWAY Columbia River	COUNTY Multnomah	PREFIX 26-1021
CONTRACTOR'S NAME AND ADDRESS S.J. GROVES & SONS COMPANY P. O. BOX 13160 PORTLAND, OR 97213		F.A. PROJECT NO. IX 68-(5) DATE PREPARED 9/10/83 EXTRA WORK ORDER NO. 16

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Build a gate in fence, build a foot path from the railroad access road to the manhole, build a concrete pad with conduits, and set two power poles between manhole and Holladay Street.

LOCATION OF WORK (STATION NUMBERS) —

Sanitary sewer monitoring manhole lt 1052+25 to 1055 above wall 2 and along Railroad access road.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor	2700.00
Equipment	600.00
Materials	2700.00
Total	$$6,000.00

SPECIFICATIONS AND OTHER PROVISIONS —

The work will be in accordance with Standard Specifications for highway construction and special provisions of this contract.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER

PROJECT AUTHORIZATION	$ 31,482,730.50
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER	$ 31,482,730.50
ESTIMATED OVERRUN / UNDERRUN	% $ 0

SUBMITTED BY (RESIDENT ENGINEER)

Paul Barnhart, Project Manager

APPROVAL RECOMMENDED (REGION)

APPROVED (CONSTRUCTION) DATE

~~APPROVAL RECOMMENDED~~ Approved (Project Director)

Not Required

Noted: [illegible] Christensen 9/28/83

[illegible] (RF)

951 CL 83-190

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 27 1983
NORMA PAULUS
SECRETARY OF STATE

September 22, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9513

Rose and Senders
Attorneys at Law
610 SW Broadway, Suite 508
Portland, OR 97205

Attention: Richard D. Senders

Gentlemen or Ladies:

This will acknowledge your letter of September 19, 1983, on behalf of Joey S. McGowan, filing a claim concerning the following Highway Division contract:

FILED BY:	Joey S. McGowan
AMOUNT:	$23,000 plus interest and other costs
FOR:	Labor
AGAINST (Prime Contractor)	S. J. Groves & Sons Company
SUBCONTRACTOR:	N. Young's Steel Fabrication Co., Inc.
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section, Columbia River Highway, Multnomah County.
SURETY:	The American Insurance Co. 9-28-83 kjm

We note that you have filed this claim with the contractor and the Secretary of State. We will notify the surety.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

9-28-83 kjm

RECEIVED
SEP 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

The American Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

✓bc: Secretary of State - Please advise us of the filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly with you by attorney.

731-0188

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

September 19, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

CERTIFIED
P493 050 363
MAIL

Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Contract K9513, Claim Against Bond of N.Young's Steel Fabrication Co., Inc.

TO: THE OREGON DEPARTMENT OF TRANSPORTATION:

Notice is hereby given pursuant to ORS 279.528 that Joey S. McGowan has a claim for unpaid wages against N. Young's Steel Fabrication Co., Inc. for labor performed in conjunction with Contract K9513. In particular, Mr. McGowan was employed by N. Young's Steel Fabrication Co., Inc. as foreman. His employment was terminated in the beginning of April, 1983. N. Young's Steel Fabrication Co., Inc. now owes McGowan unpaid wages in excess of $23,000, interest thereon at the rate of 9% per annum from March 1, 1983, a civil penalty in the approximate amount of $3,740 and reasonable attorney's fees.

The principal contractor for contract K9513 is S.J. Groves and Sons Company. N. Young's Steel Fabrication Co., Inc. is a subcontractor to S.J. Groves and Sons Company. N. Young's Steel Fabrication Co., Inc. furnished a payment and performance bond issued by Heritage Insurance Company of America. The bond number is 25388. Mr. McGowan hereby gives written notice of his claim against the bond and his intent to initiate legal action against the subcontractor and the bonding company.

A copy of this notice is being mailed by certified mail, return receipt requested, to the following persons or companies:

N. Young's Steel Fabrication Co., Inc.
2330 N.E. Columbia Boulevard
Portland, Oregon 97211

S.J. Groves and Sons Company
E & C West Headquarters
2255 - 116th Avenue N.E.
Bellevue, Washington 98004

Sollis

Paul Barnhart, Project Manager
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

James D. Huegli
Attorney at Law
1200 Standard Plaza
1100 S.W. Sixth Avenue
Portland, Oregon 97204

Sincerely,

Richard Senders

Richard D. Senders

RDS:sr
cc: Joey McGowan

RECEIVED
[illegible] 1983
[illegible] SERVICES
[illegible] OF TRANSPORTATION

9513 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-68		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-7-83	Project Number IX-68(5)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,501,199	$ 13,243,684
Federal funds	$ 11,476,019	$ 11,257,131
Other revisions		

This modification is made for the following reasons: to reflect a decrease in Appn 580 funds which is being funded with UMTA funds. This action to release 580 funds for authorized work on Project IX-68(4).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of September, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

~~For~~ Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

8

Oregon State Highway Division
Salem, Oregon August 24, 1983

Federal-Aid Project No. IX-68(5)

N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "EN" 22+41.97 thru Equa. Sta. "EN" 27+82.93 = Sta. "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as previous estimate of July 19, 1982 $ 3,809,759.00

Type Code Y030
Illumination (Sta. "EN" 22+41.97 thru Equa. "EN" 27+82.93 = "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as previous estimate of July 19, 1982 $ 120,116.00

Type Code Y033
Traffic Signals

Total same as previous estimate of July 19, 1982 $ 36,731.00

Type Code J000
Roadway (Sta. 1056+00 to Sta. 1134+00)

Total same as previous estimate of July 19, 1982 $12,769,919.00

Type Code Y030
Roadway Illumination (Sta. 1056+00 to Sta. 1134+00)

Total same as previous estimate of July 19, 1982 $ 427,196.00

Type Code Y033
Traffic Signals

Total same as previous estimate of July 19, 1982 $ 369,393.00

Type Code X720, 780 & 781
Structures (See estimate of July 19, 1982

Total same as previous estimate of July 19, 1982	$ 5,829,162.00

Type Code Light Rail Transit
Light Rail (Sta. 1056+00 to Sta. 1134+00)

Subtotal on previous estimate of July 19, 1982	$ 4,393,673.80

Additional Approved Item

P.A. 14 Additional Reinforced Earth in Retaining Wall No. 4 & 5	Lump Sum		$ 444,428.00
		Subtotal	$ 4,838,101.80
		Engineering	549,209.20
		Total	$ 5,387,311.00

Type Code X720, 780, 781 & 881 (Light Rail Transit)
Structure (See estimate of July 19, 1982

Total same as previous estimate of July 19, 1983	$ 3,052,881.00
Length of Roadway	2.113 miles
Length of Structures	0.000 miles
Total Length	2.113 miles
Cost of Roadway Per Mile	$ 7,846,511.12

Work Retained in Program
(Not included in amounts below.)

		Begin Sta. to Sta. 1056	Sta. 1056 to Sta. 1134
Asphalt Cement Adjustment	All Required	$ 20,000.00	$ 65,000.00
Work for City (33rd & Broadway)	All Required	---	15,000.00
Monolithic Sewer Repair	All Required	---	10,000.00
Connect Sanitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	---	5,000.00
Emergency Maintenance (State Force)	All Required	10,000.00	25,000.00
Restore Landscaping Lutheran Church	All Required	---	3,000.00
Piling Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Begin Sta. to Sta. 1056+00				
Roadway	$ 3,809,759	$ 3,238,295	$ 571,464	$ ---
Illumination	120,116	102,098	18,018	---
Traffic Signals	30,650	26,052	4,598	---
Subtotal	$ 3,960,525	$ 3,366,445	$ 594,080	$ ---
Sta. 1056 to Sta. 1134				
Roadway	$ 12,769,919	$ 10,854,432	$ 1,915,488	$ ---
Illumination	427,196	363,116	64,080	---
Traffic Signals	369,393	313,984	55,409	---
Structures	5,829,162	4,954,787	874,375	---
Subtotal	$ 19,395,670	$ 16,486,318	$ 2,909,352	$ ---
Sta. 1056 to Sta. 1134 Light Rail Transit				
Roadway	$ 5,387,311	$ 4,579,213	$ ---	$ 808,098
Structures	3,052,881	2,594,948	---	457,933
Subtotal	$ 8,440,192	$ 7,174,161	$ ---	$ 1,266,031
Total	$ 31,796,387	$ 27,026,924	$ 3,503,432	$ 1,266,031
Hwy. (FHWA-580)	$ 13,243,684	$ 11,257,131	$ 1,986,553	$ ---
Hwy. (UMTA)	10,112,511	8,595,632	1,516,879	---
LRT (UMTA)	8,440,192	7,174,161	---	1,266,031
Total	$ 31,796,387	$ 27,026,924	$ 3,503,432	$ 1,266,031

Grp 1 - 34%   Grp 2 - 39%   Grp 3 - 24%   Grp 8 - 3%

Contract no 9513

Prefix 26-1021

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. *See below

2. STATE PROJECT NO. *See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

* Project No.
UMTA Project Reference:
OR-23-9001/OR-03-0025
FHWA Project Reference:
IX-68(5)

7. DATE AUTHORIZATION EFFECTIVE 8-24-83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE. UNION AVENUE - NE. 39th AVENUE

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's August 24, 1983 letter, I approve the additional construction costs in the amount of $444,428 / Federal Funds $377,763 for Price Agreement #14 for Reinforced Earth in Retaining Walls 4 and 5.

(UMTA Funding approved by Mr. Aubrey Davis's letter of June 14, 1983)

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO Dist 2A
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8-24-83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: August 24, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: Gary A. Potter, Manager
Program Section

Subject: UMTA Project OR-23-9001/OR-03-0025
(Project No. IX-68(5)
N.E. Union Ave.-N.E. 39th Ave. Sec.
Multnomah County

I request your approval to increase the estimated total cost for light-rail transit work under the subject project as indicated in the enclosed copies of the following correspondence:

1) Dale E. Wilken letter of May 24, 1983.
2) Terry L. Ebersole's (UMATA) letter of June 14, 1983.
3) D.L. MacDonald's (Tri-Met) letter of June 29, 1983.
4) R.A. Sandman's (Proj. Engr.) memo of July 6, 1983.

Approval of this request will involve an increase in total cost of $444,428 and UMTA funds of $377,763 with revisions in financing as set forth in the enclosed revised project agreement estimate.

CL:bkb
Enc.

cc: R.A. Sandman (Metro)
R. Brooks
G. Zehner
General Files

Form 734-3122

7513

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/7/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 39th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Ramp Meter Turn-on and software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/7/83 as requested in Mr. Keasey's letter of 8/4/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 12 is approved for a TEC of $3,800 Federal Funds $3,230.

RECEIVED
STATE HWY ENGR
AUG 17 '83
REFER TO Potter
FOR
Info Inter R/D D.R Sign Act File

Orig to
8/17

14. DATE 8/12/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

RECEIVED
STATE HWY ENGR
AUG 10 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 4, 1983

Dan Hortsch
4903 NE 24th Ave.
Portland, Oregon 97211

RECEIVED
DOT DIRECTOR
AUG 9 '83
REFER TO
Coulter
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File

8/10 noted CTK

S.J. Groves & Sons
PO Box 13160
Portland, Oregon 97213

Attention: Gary Norrgard

Mr. Norgaard:

As requested in our telephone discussion Tuesday, July 26, I am sending this letter as a claim for damages received by our 1980 Toyota Corolla stationwagon as my wife, Laurel, was driving on the Banfield Freeway at the 28th Avenue overpass. As a point of record, I will note that I first called your company on Thursday, July 21, the day after the ~~indicent;~~ incident; I was given your name and told you would call me back; when I didn't hear from you, I called again the following week.

The situation was this: My wife was driving westbound in the outside lane of the freeway about 2:30 p.m. on Wednesday, July 20. A chunk of something -- it appeared to be paving material, a good six or eight inches square -- came flying down from the right at about a 45 degree angle, hit the hood of the car, bounced a couple of times and flew off to the left. The chunk left some small dents and scratches. An estimate from an auto body shop with a good reputation and one recommended in the past by an insurance company is attached. The estimated cost of repair is $188.00

The incident happened, as best as my wife can pinpoint it, just as she was about to go under the overpass. To the right of the car and that outside lane is nothing but construction, and the overpass at the time was a fairly ragged structure, having been partially destroyed. My wife is not sure if work was going on in the immediate area or not.

If there are questions, please call 287-5377 (home) or 221-8203 (work) for either my wife or me.

Thanks for your attention to this matter.

Dan Hortsch

cc: James Cowen, general manager, Tri-Met
Fred Miller, ~~administrator~~ Director, State Department of Transportation

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Unibody Repair Specialists

featuring the Blackhawk' Bench System—the most up-to-date repair technology for today's unibody cars, including X, J and K cars, newer Fords and most imports. We also handle conventional body/frame repair jobs.

BLACKHAWK

2454 East Burnside
Portland, Oregon 97214
Phone (503) 232-3600

CHIEF E·Z-LINI

NAME Vern Klovtsch Date 8-5-83

ADDRESS 4903 NE 24th 97211 Home Phone

MANUFACTURE DATE

Bus. Phone 221-9203

YEAR & MODEL	MAKE OF CAR	BODY TYPE	LICENSE NO.	SERIAL NO.	MILEAGE
80 Corolla	Toyota.	wagon	GNG 215		

REP.	REPL.		PARTS AND MATERIALS		LABOR	REFINISHING	SUBLET
1-		Hood			3.0	2.5	
		Tint & Buff				0.5	
		Re Paint mat.	36	00			
		Shop mat.	8	00			
		SUB TOTALS	44.	00	3.0	3.0	

LABOR	72	00
REFINISH	72.	00
PARTS	44	00
SUBLET		
TOWING		
TOTAL	188.	00

This estimate is based on our inspection and does not cover additional parts or labor which may be required after the work has been started. After the work has started, worn or damaged parts which are not evident on first inspection may be discovered. Naturally this estimate cannot cover such contingencies. Parts prices are subject to change without notice. This estimate is for immediate acceptance.

Dick

SUSAN FERGUSON DICK FERGUSON

HONESTY INTEGRITY SAFETY CRAFTSMANSHIP

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

1P

ORDER FOR EXTRA WORK
TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) NE Union Avenue - NE 39th Avenue		CONTRACT NO. 9513
HIGHWAY Columbia River	COUNTY Multnomah	PREFIX 26-1021
CONTRACTOR'S NAME AND ADDRESS S.J. Groves and Sons Co P.O. Box 13160 Portland, OR 97213		F.A. PROJECT NO. IX-68(5) DATE PREPARED 7-26-83 EXTRA WORK ORDER NO. 11

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Furnish and install sheet piling as shown on sheet 2A-4, 3A and 3B of the contract plans.

LOCATION OF WORK (STATION NUMBERS) —

Approximately 'EN' 20+00 to 22+50

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor	$3,300
Equipment	$6,700
Material	$42,000
	$52,000

Distribution Shall be 100% 1P

SPECIFICATIONS AND OTHER PROVISIONS —

Payment will be in conformance with Subsection 109.07. Work will be done in conformance with applicable portions of Section 503.

This was an anticipated item; it does not have FHWA approval.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER	PROJECT AUTHORIZATION $ 31,482,730.50
	ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER $
SUBMITTED BY ~~(RESIDENT ENGINEER)~~ Jarard G Richardson JARARD G. RICHARDSON Project Manager	ESTIMATED OVERRUN / UNDERRUN % $
APPROVAL RECOMMENDED ~~(REGION)~~ Robert H Sandhagen, Project Engineer	APPROVED (CONSTRUCTION) Kessey — DATE 8-4-83
~~APPROVAL RECOMMENDED~~	

DS 8-9-83

1982 NE Union Ave.-NE 39th Ave. 9513
Sec. of Col. R. Hwy. in Ptld. (Gr.,
Pav., Struc., Sign., Illum., Sig.) #2

C&A RR1108 9/9/82

RR [redacted]
1043 4-12-83

STOEL, RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)
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900 S W FIFTH AVENUE
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(503) 224-3380
TELECOPIER (503) 220-2480

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TIMOTHY J. WYLDER

July 29, 1983

Oregon Department of
  Transportation
121 Transportation Building
Salem, OR 97310

Attention Mr. Robert Ormsen

Secretary of State
State Capitol Building
Room 143
Salem, OR 97310

Attention Public Records

Gentlemen:

Re: Highway Division Contract, NE Union
Avenue - NE 39th Avenue, Columbia
River Highway, Multnomah County,
Contract No. 9513

We represent S.J. Groves & Sons Company, the prime contractor for the above project. We have received a copy of a notice of claim filed by Farwest Steel Corporation against the bond obtained by S.J. Groves for the above project.

We previously were under the belief that the work performed by Farwest Steel was for the account of Portland Precast Company and so advised you by our letter dated July 14, 1983. I have since learned that the work performed by Farwest was for the account of N. Young's Steel Fabrication Co., Inc. ("NYFAB"). NYFAB was a materialman supplying materials pursuant to a purchase order to S.J.

Oregon Department of
Transportation and
Secretary of State
July 29, 1983
Page 2

Groves. Therefore, as indicated in our letter dated July 14, the filing of the notice of claim and any payments of monies to the claimant on the bond would be inappropriate.

Very truly yours,

Mark H. Peterman

MHP:jdl
cc: American Insurance Company
Farwest Steel Corporation

RECEIVED
AUG - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Info only -
no response nec.
Fran

r11
9513

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/24/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 39th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Provide electrical power for temporary traffic signal at NE 33rd & Clackamas

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/24/83 as requested in Mr. Keasey's letter of 7/13/83 for PGE to furnish power to the subject project at a TEC of $1,000 Federal Funds $850 (SFO #11)

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/22

14. DATE 7/19/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9513

file

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(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)
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July 14, 1983

Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen

Secretary of State
State Capitol Building
Room 143
Salem, Oregon 97310

Attention: Public Records

Gentlemen:

Re: Highway Division Contract, NE Union Avenue - NE 39th Avenue, Columbia River Highway, Multnomah County, Contract No. 9513

We represent S.J. Groves & Sons Company, the prime contractor for the above project. We have received a copy of the Notice of Claim filed by Farwest Steel Corporation against the bond obtained by S.J. Groves for the above project.

Please be advised that the work performed by Farwest Steel was to the account of Portland Precast Company, a materialman supplying materials pursuant to a purchase order to S.J. Groves. Therefore, the filing of the Notice of Claim and any payments of moneys to the claimants on the bond would be inappropriate. Under ORS 279.312, a

Oregon Department of Transportation
Secretary of State
July 14, 193
Page 2

materialman supplying another materialman of a general contractor is not entitled to protection under the general contractor's bond.

We will be happy to provide any additional information which you may require.

Very truly yours,

Alan R Merkle
ALAN R. MERKLE

ARM:bs
cc: American Insurance Company
    Farwest Steel Corporation

RECEIVED
JUL 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no reply
[illegible]

9513

files

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(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)
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JOSEPH D. COHEN
CRAIG A. CRISPIN
SUSAN K. EGGUM
MARK R. FEICHTINGER
JERRY R. FISH
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
RICHARD S. GLEASON
BENNETT H. GOLDSTEIN
ARNOLD I. GRAY
STEPHEN L. GRIFFITH

KIRK R. HALL
JOHN J. HALLE
SUSAN M. HAMMER
JOYCE A. HARPOLE
PAMELA L. JACKLIN
GREGORY F. JENNER
CHRISTINE KITCHEL
THOMAS I. KRAMER
KATHERINE L. KUHN
CHARLES S. LEWIS, III
FREDERIC M. MAUHS
ALAN R. MERKLE
ROBERT J. MOORMAN
GREGORY C. NEWTON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LAUREL S. TERRY
DONNA J. VANDALL
CHRISTINE A. VAN ECK
JOHN M. VOLKMAN
BRIAN G. WALISER
ROBERT S. WIGGINS
TIMOTHY J. WYLDER

July 14, 1983

Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen, Commission Services

Secretary of State
State Capitol Building
Room 143
Salem, Oregon 97310

Attention: Public Records

Gentlemen:

Re: Highway Division Contract, NE Union Avenue - NE 39th Avenue, Columbia River Highway, Multnomah County, Contract No. 9513

We represent S.J. Groves & Sons Company, the prime contractor for the above project. We have received a copy of the Notice of Claim filed by Carlson Testing, Inc. against the bond obtained by S.J. Groves for the above project. This claim arises out of work Carlson Testing, Inc. performed for Portland Precast Company. Please be advised that Portland Precast Company was not a subcontractor of S.J. Groves, but was simply a materialman supplying materials pursuant to a purchase order. Therefore, the filing of the Notice of Claim and any payments of moneys to the claimants on the bond would be inappropriate.

Under ORS 279.312, a materialman supplying another materialman of a general contractor is not entitled to protection under the general contractor's bond. The Oregon Supreme Court has held that the interpretation of the Oregon Bonding Statute is controlled by interpretation of the Federal Miller Act. School District No. 45 v. Halich, 85 OR 687, 169 P 130 (1917). The U.S. Supreme Court has directly held in Clifford v. MacEvoy v. United States, 322 US 102, 64 S Ct 890, 88 L Ed 1163 (1944) that under the Miller Act a person supplying materials to a materialman cannot recover on the bond.

We will be happy to provide any additional information you may require.

Very truly yours,

ALAN R. MERKLE

ARM:bs
cc: American Insurance Company
Larry D. Moomaw

RECEIVED
JUL 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

bc: Secretary of State - Please advise on the attached copy of this letter your filing date and number of the attached claim. Filed ectly by attorney.

CL 83-123

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9513

Rose & Senders
Attorneys at Law
Suite 508
610 Southwest Broadway
Portland, OR 97205

Attention: Richard D. Senders

NOTED 7-22-83

Gentlemen:

This will acknowledge your letter of July 6, 1983, addressed to the Director of the Department of Transportation, on behalf of Michael W. Spurlock and Robert D. Pyle filing a claim against the following Highway Division contract:

FILED BY:	Michael W. Spurlock and Robert D. Pyle
AMOUNT:	Spurlock $1,749.67 plus interest & attorney fees Pyle $1,773.37 plus interest & attorney fees
AGAINST (Prime contractor)	S. J. Groves & Sons Co.
SUBCONTRACTOR:	N. Young's Steel Fabrication Co.
FOR:	Unpaid wages for labor
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section, Columbia River Highway Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claims have been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: S. J. Groves & Sons Co.
The American Insurance Co.

731-0188

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

NOTED

July 6, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RECEIVED

RE: Contract K9513, Claim against
Bond of N. Young's Steel
Fabrication Co., Inc.

TO: THE OREGON DEPARTMENT OF TRANSPORTATION:

Notice is hereby given pursuant to ORS 279.528 that Michael W. Spurlock and Robert D. Pyle have a claim for unpaid wages against N.Young's Steel Fabrication Co., Inc. for labor performed in conjunction with Contract K9513. In particular, Mssrs. Spurlock and Pyle were employed by N.Young's Steel Fabrication Co., Inc. as welders and fabricators. Their employment terminated in the beginning of March, 1983. N.Young's Steel Fabrication Co., Inc. now owes Spurlock unpaid wages in the sum of $1,749.67, interest thereon at the rate of 9% per annum from March 1, 1983, a civil penalty in the amount of $1,820 and reasonable attorney's fees. N.Young's Steel Fabrication Co., Inc. owes Mr. Pyle the sum of $1,773.37 in unpaid wages, interest thereon at the rate of 9% per annum from March 3, 1983, a civil penalty in the amount of $2,048, and reasonable attorney's fees.

The principal contractor for contract K9513 is S.J. Groves and Sons Company. N.Young's Steel Fabrication Co., Inc. is a subcontractor to S.J. Goves and Sons Company. N.Young's Steel Fabrication Co., Inc. furnished a payment and performance bond issued by Heritage Insurance Company of America. The bond number is 25388. Mssrs. Spurlock and Pyle hereby give written notice of their claim against the bond and their intent to initiate legal action against the subcontractor and the bonding company.

A copy of this notice is being mailed by certified mail, return receipt requested, to the following persons or companies:

N. Young's Steel Fabrication Co., Inc.
2330 N.E. Columbia Boulevard
Portland, Oregon 97211

CERTIFIED
P 222 945 682
MAIL

S.J. Groves and Sons Company
E & C West Headquarters
2255 - 116th Avenue N.E.
Bellevue, Washington 98004

Paul Barnhart, Project Manager
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

Heritage Insurance Company of America
c/o Jim Neschke
Surety Bond Specialists
7140 S.W. Fir Loop, Suite 201
Portland, Oregon 97223

Sincerely,

Richard Senders

Richard D. Senders

RDS:sr
cc: Michael Spurlock
Robert Pyle

RECEIVED
JUL 11 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-134

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9513

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: Richard E. Jones
Executive Vice President & General Manager

Gentlemen:

This will acknowledge the Notice of Claim dated June 30, 1983, concerning the following Highway Division contract:

NOTED [illegible]
7-22-83 BR

FILED BY:	Farwest Steel Corporation
AMOUNT:	$4,709.98
FOR:	Material
AGAINST (Prime contractor)	S. J. Groves & Sons Co.
SUBCONTRACTOR:	NYFAB
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section, Columbia River Hwy. Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JUL 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Co.
2255 116th Avenue, NE
Bellevue, WA 98004

The American Ins. Co.
Attn: Fidelity & Surety Dept.
121 SW Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

FIRST CLASS

STATE OF OREGON)
) ss.
Lane County)

Oregon Dept of Transportation
Att: Robert Gormsen Comm. Se
121 Transportation Bldg
Salem, OR. 97310

TO: S. J. GROVES & SONS COMPANY
P. O. BOX 13160
ROSE CITY PARK STATION
PORTLAND, OREGON 97213

YOU ARE HEREBY NOTIFIED That the undersigned FARWEST STEEL CORPORATION has a claim in the sum of Four Thousand Seven Hundred Nine Dollars and Ninety Eight Cents ($4,709.98) due against the bond taken from S. J. GROVES & SONS COMPANY, as principal, and THE AMERICAN INSURANCE COMPANY, as surety, for the work or labor and materials performed or furnished by us on N. E. Union Avenue - N. E. 39th Avenue (Banfield Light Rail) Section, Columbia River Highway, Multnomah County, Portland, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Structural Steel
as per plans and specifications

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Contract No. 9513
Project: Work on N. E. Union Avenue
N. E. 39th Avenue, (Banfield Light
Rail) Section, Columbia
River Highway, Multnomah County
Portland, Oregon

That said materials and/or labor were furnished to and received by NYFAB with authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 1st day of February, 1983, which labor was performed and/or materials were furnished as follows:

Mild Steel Plate, Hot Rolled Flat Bar

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS. 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 30th day of June, 1983.

FARWEST STEEL CORPORATION
P. O. Box 889
Eugene, Oregon 97440

RECEIVED
JUL 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Richard E Jones
RICHARD E. JONES
Executive Vice President
and General Manager

TLA 8
Banfield

July 7, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Telephone Service Relocation
Pacific Northwest Bell Telephone Co.
Apartment Complex @ 5127 N.E. Hoyt St.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Co. to proceed with the relocation of their telephone service connection to the apartment complex at 5127 N.E. Hoyt St. which is in conflict with this project as of July 6, 1983 is requested. An estimate of cost is being prepared by the Company. Estimated cost is $700. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 6, 1983 is approved

CTChristianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
~~D. E. Swan~~
E. L. Hardt
Dave Jones
Dick Fleming
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
JUL 12 '83
REFER TO
FOR
Info | Invest | Adv | Reply | Draft | Act | File

H

REC

NOTED
E. S. HUNTER

June 28, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Service Relocation
Bureau of Water Works, City of Portland
Doernbecker Access Road
N.E. Union Ave.-N.E. 87th Ave. Section
Columbia River Highway
Multnomah County
UMTA Project No. OR-23-9001 (IX-68(4))

RECEIVED
TECHNICAL SERVICES
JUN 30 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Reference is made to my letter of August 31, 1982 which submitted a revised estimate of cost for the relocation of Bureau of Water Works facilities serving Weston Investment Company at Doernbecker Access Road and to your Letter of Approval and/or Authorization, dated September 10, 1982 which approved participation in the estimated cost of $9,376. Copies of my letter and your PR-1240 are attached.

The relocation of the water service has been completed and a final billing of cost, in the amount of $16,696.12, received. The final cost of $16,696.12 exceeds the estimated cost of $9,376.00 by $7,320.12 or 78.07%. The Bureau of Water Works, in a letter dated June 22, 1983, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $16,696.12 is requested.

JMC/GAP/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Dick Fleming
Rich Evans

9513

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-68(4) UMTA OR-23-9001
NE union Ave - NE 87th Ave Section
Banfield Transitway - Utilities
Water Service Relocation
Dornbecker Access Road

Date: July 7, 1983

Reply to Attn of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Mr. Potter's letter of June 28, 1983, requests approval of Federal participation in a cost overrun of $7,320.12 for this utility adjustment. This represents a 78% overrun on the item.

In reviewing the reasons for this overrun we find several items related to scheduling and work methods that are related to the politically accellerated project development schedule. The required work normally would have been better defined at the initial estimate period. Items number 2, 3, 5, 7, and 8 identified in the June 22, 1983, letter from the Portland Water Bureau (Dan Conner) in the amount of $3,106 are considered to result from an avoidable engineering error caused by the limited time allowed. That amount should be considered non-participating with Federal funds. Federal reimbursement will be based on an eligible cost of $13,513.

G.K. Hossner
for Dale E. Wilken

cc:
OSHD (G Potter)
OSHD (Cartwright)
TriMet (D MacDonald)w/cy lrt.
ODOT (Sandmann)w/cy lrt.
UMTA (Ramon)w/cy lrt.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

JUL 11 '83

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

rn 9513

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 and
2. STATE PROJECT NO. IX68(4) See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/7/83
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
N. E. Union Avenue - N. E. 87th Avenue, (Portland)

11. GENERAL DESCRIPTION OF WORK
Revised Utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 6/28/83, a review of the documents submitted has been made and I approve an additional amount of $4,137 for the work performed by the Bureau of Water Works, City of Portland, on the water service relocation at Doernbecker Access Road. The final cost for this relocation is $13,513, Federal funds $11,486.

(See my letter of 7/7/83 for the subject project.)

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7/7/83
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ECL 83-91

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]
NORMA PAULUS

May 31, 1983

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

CON 5
#9513

RECEIVED
JUN 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Richard E. Jones
Executive Vice President & General Manager

Gentlemen:

This will acknowledge your Notice of Claim dated May 20, 1983, concerning the following Highway Division contract:

NOTED 6-3-83 BK

FILED BY: Farwest Steel Corporation

AMOUNT: $4,531.60

FOR: Structural steel

AGAINST (Prime contractor) S. J. Groves & Sons Co.

CONTRACT NO.: 9513

PROJECT: N.E. Union Ave.-N.E. 39th Ave. (Banfield Light Rail) Section, Columbia River Highway, Multn. Co.

SURETY: The American Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Co.
2255 - 116th Ave., NE
Bellevue, WA 98004

The American Insurance Co.
121 SW Salmon St. Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FARWEST STEEL
Corporation

NOTICE OF UNPAID CLAIM
(Oregon Public Works)

TO: OREGON DEPARTMENT OF TRANSPORTATION
Attention: Robert Gormsen, Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of Four Thousand Five Hundred Thirty One Dollars and Sixty Cents ($4,531.60), against the bond posted by S. J. GROVES & SONS COMPANY, P.O. BOX 13160, ROSE CITY PARK STATION, PORTLAND, OREGON 97213 as principal, and FIREMAN'S FUND AMERICAN INSURANCE COMPANY 121 S. W. SALMON, SUITE 900, PORTLAND, OREGON 97204 as surety, for STRUCTURAL STEEL for the work of OSHD CONTRACT #9513, COLUMBIA RIVER HIGHWAY, N.E. UNION AVENUE/N.E. 39TH AVENUE SECTION, MULTNOMAH COUNTY, PORTLAND, OREGON and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 20th day of May, 1983.

FARWEST STEEL CORPORATION

Richard E Jones

RICHARD E. JONES
Executive Vice President and
General Manager

RECEIVED
MAY 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2000 Henderson Avenue • Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

5-24-83 Pla

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) Banfield
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA- Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/11/83
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required this will confirm the advance approval date of 4/11/83 to proceed with the actual adjustments for the field inspection work on the sanitary sewer relocation by City of Portland, Bureau of Sanitary Engineering.

Reimbursement on an actual cost basis estimated to be $8,644 Federal Funds $6,915.

The above authorization is based on the determination that the system requires monitoring for safe and efficient construction operations of the trunk sewer line being relocated.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG
MAY 26 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 5/24/83
15. SIGNATURE OF APPROVING OFFICIAL Maloch
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & (IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/20/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 5/11/83 I approve the revised utility costs for the relocation of the 36 inch water main relocation by the Bureau of Water Works at the NE 28th Avenue undercrossing at a TEC of $50,921.55 Federal Funds $43,283.32.

(Increase TEC $9,494.55 Federal Funds $8,070.37)

RECEIVED
STATE HWY ENGR
MAY 26 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/20/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

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Pla

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) Ba

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/22/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION: N E Union Avenue - N E 87th Avenue

11. GENERAL DESCRIPTION OF WORK: Correction on method of reimbursement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

My PR-1240 dated 5/5/83 with confirmation of advance approval date of 3/22/83 to proceed with actual adjustments for PGE facilities corrected to read "on a lump sum basis of $962.36 Federal Funds $818.00 (FO #31)."

RECEIVED
STATE HWY ENGR
MAY 19 '83
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

May 11, 1983

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
36-inch Water Main Relocation Contract
Bureau of Water Works
N.E. 28th Ave. Undercrossing
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. UMTA-OR-23-9001

Reference is made to D.E. Swan's letter of May 19, 1982 which submitted an engineer's estimate of cost for the contract relocation of the Bureau of Water Works, City of Portland, 36-inch water main, D. E. Swan's letter of June 23, 1982 which submitted a tabulation of bids, and to your Letters of Approval and/or authorization, dated May 17, May 24 and July 9, 1982 which approved participation in the contract cost of $41,427.00. Copies of my letters and your PR-1240s are attached.

The relocation of the water main has been completed and a final billing of cost, in the amount of $58,559.78, received. The relocation costs have been audited by our Accounting Section. The audit disclosed that the City had included a 15% administrative charge on the contract work. The administrative charge, in the amount of $7,638.23, has been disallowed and deducted from the billing. The adjusted final cost of the contract work is $50,921.55. A copy of the audit report is attached. The final cost of $50,921.55 exceeds the estimated cost of $41,427.00 by $9,494.55 or 22.92%. The overrun is due to two Change Orders that were required to complete the work. Change Order No. 1 was in the amount of $885.55 and Change Order No. 2 was in the amount of $8,654.00. Copies of the Change Orders are attached.

The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $50,921.55 is requested.

JMC/DES/llr

Attachments

cc: E. S. Hunter
J. M. Cartwright
Gary Kennen
Rich Evans, Hwy. Acct.

CL 83-64

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 11 1983
NORMA PAULUS
SECRETARY OF STATE

May 10, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9513

RECEIVED
MAY 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5-13-83

Blyth, Porcelli, Moomaw & Miller
Attorneys at Law
P.O. Box 518
Beaverton, OR 97075

Attention: Larry D. Moomaw

Gentlemen:

This will acknowledge your letter dated April 21 with attached Notice of Claim from your client, Carlson Testing, Inc., concerning the following Highway Division contract:

FILED BY:	Carlson Testing, Inc.
AMOUNT:	$1,581
FOR:	Concrete inspection & testing
AGAINST (Prime contractor)	S. J. Groves & Sons Company
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project on Columbia River Highway in Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Co.
2255 116th Ave., NE
Bellevue, WA 98004

American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Filed directly with you by attorney.

LAW OFFICES OF

BLYTH, PORCELLI, MOOMAW & MILLER

12275 SOUTH WEST SECOND AVENUE
BEAVERTON, OREGON 97005

PETER R. BLYTH
FRANK PORCELLI, JR.
LARRY D. MOOMAW
ROBERT J. MILLER, SR.
ALLEN L. REEL
JEFFREY W. BELLIS

MAILING ADDRESS
P.O. BOX 518 • ZIP 97075
(503) 646-0566

JLS

to

Send Commission Services

April 21, 1983

Secretary of State
Public Records Section
143 State Capitol Building
Salem, Oregon 97310

Jack L. Sollis
Attorney at Law
Room 113, Transportation Building
Salem, Oregon 97310

Paul Barnhart
5821 N.E. Glisan
Portland, Oregon 97213

Enclosed please find a Notice of Claim from Carlson Testing, Inc.

If you have any questions, please call.

Very truly yours,

Larry D. Moomaw

LDM:sa
Enclosure

RECEIVED
APR 26 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

To: Secretary of State
Public Records Section
143 State Capitol Building
Salem, Oregon 97310

Jack L. Sollis
Attorney at Law
Room 113, Transportation Building
Salem, Oregon 97310

Paul Barnhart
5821 N.E. Glisan
Portland, Oregon 97213

Notice is hereby given that the undersigned Carlson Testing, Inc. has a claim for concrete inspection and testing performed by Carlson Testing, Inc. in the sum of $1,581.00 against the bond taken from American Insurance Company by S. J. Groves & Sons Company for the Oregon State Highway Department Columbia River Highway Project No. 9513.

CARLSON TESTING, INC.

By: ______________________
Doug Leach, President

RECEIVED
APR 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-68(4)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 10030

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/22/83
8. FEDERAL ROUTE NUMBER: Primary 68
9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK:
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, this will confirm the advance approval date of 3/22/83 to proceed with the actual adjustment to Portland General Electric's service relocation on an actual cost basis estimated to be TEC $962.36 Federal Funds $818.00. (FO #31)

I approve the Agreement with Portland General Electric.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR.
MAY 16 '83
REFER TO
FOR
Info | Inst | R/D | D R | Sign | Act | File

14. DATE: 5/5/83
15. SIGNATURE OF APPROVING OFFICIAL:
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 83-44

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 4 1983
NORMA PAULUS
SECRETARY OF STATE

May 3, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9513

5-13-83 Bk

Oregon Wire Products Co., Inc.
P.O. Box 20295
Portland, OR 97220

Attention: Kenneth C. Hall
President

Gentlemen:

This will acknowledge your amended Notice of Claim dated March 31, 1983, concerning the following Highway Division contract:

FILED BY:	Oregon Wire Products Co., Inc.
AMOUNT:	$4,381.95
FOR:	Material
AGAINST (Prime contractor):	S. J. Groves & Sons Company
SUBCONTRACTOR:	Portland Precast Co.
CONTRACT NO:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail), Columbia River Highway in Multnomah County
SURETY:	The American Insurance Co.

This claim cancels a previously filed claim on March 1, 1983, in the amount of $7,984.27.

We will advise the surety and the prime contractor of the receipt of this amended claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

American Insurance Co.
121 SW Salmon St.
Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

1513

WIRE OREGON PRODUCTS CO., INC.

KRIMPLOK

13030 N. E. WHITAKER WAY
P. O. BOX 20295
PORTLAND, OREGON 97220
PHONE (503) 255-5165

April 14, 1983

Department of Transportation
State of Oregon
Transportation Bldg.
Salem, Oregon 97310

Attention: Robert W. Gormsen
Commission Services

Reference: Contract No. 9513
Portland Precast

Dear Mr. Gormsen:

We have been advised by the law firm representing S. J. Groves & Co. that our claim against their bond for Portland Precast is not valid as Portland Precast was not considered a subcontractor of S. J. Groves.

Our attorney has informed us to proceed with our claim against the insurance company furnishing the bond, The American Insurance Co., and this we have done.

In no way do we intend to not pursue our claim for $4,381.95, and will look to the State of Oregon, American Insurance Co. and S. J. Groves for satisfaction of same.

Sincerely,

Kenneth C. Hall

Kenneth C. Hall
President

KCH:ph

CERTIFIED
P 319 702 480
MAIL

RECEIVED
APR 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

W
I
OREGON
E PRODUCTS Co.Inc.

13030 N. E. WHITAKER WAY
P. O. BOX 20295
PORTLAND, OREGON 97220
PHONE (503) 255-5155

KRIMPLOK

March 31, 1983

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportion Building
Salem, Oregon 97310

Re: Oregon State Highway Division
Contract No. 9513

Dear Mr. Gormsen:

This is in reference to your March 15, 1983, letter acknowleding our Notice of Claim dated March 1, 1983, concerning the above referenced Highway Division contract against the prime contractor S. J. Goves & Sons Company.

We are enclosing herewith an Amended Notice of Claim. We recently were returned some of the material we had delivered to the subcontractor, Portland Precast Co., and therefore have amended the Claim to show this recovery.

Sincerely,

Kenneth C. Hall

Kenneth C. Hall
President

CERTIFIED
P 319 702 400
MAIL

KCH:ph

cc: S. J. Groves & Sons Co.
Portland Precast
The American Insurance Co.

W
I
OREGON
E PRODUCTS Co., Inc.

13030 N. E. WHITAKER WAY
P. O. BOX 20296
PORTLAND, OREGON 97220
PHONE (503) 255-5155

KRIMPLOK

March 31, 1983

CORRECTED NOTICE OF CLAIM

To: SECRETARY OF STATE
State of Oregon

c/o Robert Gormsen, Manager
Commission Services
121 Transportation Bldg.
Salem, OR 97310

RE: OREGON STATE HIGHWAY DIVISION
Contract No. 9513

TO OREGON STATE HIGHWAY DIVISION and S. J. GROVES & SONS COMPANY:

Notice is hereby given that the undersigned, OREGON WIRE PRODUCTS CO., INC., through its President, Kenneth C. Hall, has previously submitted a claim dated March 1, 1983, for material, namely: remesh panels and rebar furnished to PORTLAND PRECAST CO., and is now amending the total sum to $4,381.95, against the bond taken from S. J. GROVES & SONS COMPANY for the work of Portland Precast Co. as a subcontractor under the Oregon State Highway Division Contract No. 9513, with the bonding company, American Insurance Co.

OREGON WIRE PRODUCTS CO., INC.

By: Kenneth C. Hall
Kenneth C. Hall, President

cc: S. J. Groves & Sons Company
Portland Precast Co.
American Insurance Co.

1513 CL 83-74

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 4 1983
NORMA PAULUS
SECRETARY OF STATE

May 3, 1983

IN REPLY REFER TO
FILE NO.
CON 5
#9513

Kobin & Mayer, P.C.
Attorneys at Law
610 S.W. Alder Street
Suite 800
Portland, OR 97205

5-13-83 BL

Attention: David R. Trachtenberg

Gentlemen or Ladies:

This will acknowledge your letter of April 6, 1983, with attached Notice of Claim from Western Pacific Construction Materials Company, a division of Riedel International, against the following Highway Division contract:

FILED BY:	Western Pacific Construction Materials Company, a division of Riedel International
AMOUNT:	$73,670.75 + interest
FOR:	Material
AGAINST (Prime contractor)	S. J. Groves & Sons Company
SUBCONTRACTOR:	Portland Precast, Inc.
CONTRACT NO.	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project, Columbia River Highway, Multnomah County.
SURETY:	The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid. As requested, attached is a copy of the Notice of Claim stamped with our receipt date.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 9 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: American Insurance Co.
S. J. Groves & Sons Co.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
1903-1981

April 6, 1983

Mr. Robert W. Gormsen
Commission Services
State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Western Pacific Construction Materials Company, Division of Riedel International - S. J. Grove and Sons Company - OSHD Contract No. 9513

Dear Mr. Gormsen:

Enclosed for filing please find original notice of claim pursuant to the provisions of ORS Chapter 279 on behalf of our client, Western Pacific Construction Materials Company, and against the above captioned contract. The bond is that bond posted by the American Insurance Company, being Bond No. SC 3480481.

We would appreciate your sending us a true copy of the notice of claim filed herein stamped with your date of receipt.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/
encs.
cc: S. J. Groves & Sons w/enc.
cc: American Insurance Company w/enc.

RECEIVED
APR 7 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

(ORS 279.526)

TO: STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION COMMISSION

ROBERT W. GORMSEN
COMMISSION SERVICES

NOTICE IS HEREBY GIVEN that the undersigned, Western Pacific Construction Materials Company, a division of Riedel International, Inc., an Oregon corporation, a supplier to Portland Precast, Inc., a subcontractor directly to the hereafter described prime contractor, has a claim for materials supplied in the sum of $73,670.75, together with appropriate interest thereon, against the bond taken from S. J. Groves & Sons Company, a Minnesota corporation, authorized to do business in the State of Oregon, as principal, and The American Insurance Company, as surety, relative to the prime contract designated as Contract No. 9513, for work on Northeast Union Avenue - Northeast 39th Avenue section of the Columbia River Highway in Multnomah County, Oregon.

DATED this 31 day of March, 1983.

WESTERN PACIFIC CONSTRUCTION
MATERIALS COMPANY, a Division
of Riedel International

By Mark Connelly
Mark Connelly - Credit Manager

RECEIVED
APR 7 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P/2-8c
[illegible]

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Inves | R/D | D-R | Sign

April 27, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Field Inspection, Sanitary Sewer Relocation
Portland Bureau of Sanitary Engineering
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost, dated March 31, 1983, for the Portland Bureau of Sanitary Engineering's field inspection of relocated sanitary sewer.

A certification prepared by Gary Kennen as to the City's rights in the land occupied by their facilities is in our files.

The sanitary sewer conflicts were anticipated. The relocation work was included as part of the State's highway construction project.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's sanitary sewer facilities..

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 11, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,644. This work will be covered by OFW #35.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

9513

1

STOEL, RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)
LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380
TELECOPIER (503) 220-2480

ALLAN R. ABRAVANEL
GAIL L. ACHTERMAN
CHARLES F. ADAMS
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
ERNEST BONYHADI, P. C.
HENRY C. BREITHAUPT
PHILLIP D. CHADSEY
HARRY S. CHANDLER
NANCY L. COWGILL
KAREN K. CREASON
E. JOSEPH DEAN
THOMAS P. DEERING, P. C.
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN, P. C.
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER, P. C.
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG, P. C.
ROBERT F. HARRINGTON, P. C.
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST, P. C.
HENRY H. HEWITT, P. C.

CHARLES F. HINKLE
ROBERT H. HUNTINGTON, P. C.
PETER R. JARVIS
VELMA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
GREGORY H. MACPHERSON
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE K. MEIER, III
DAVID P. MILLER, P. C.
GREGORY R. MOWE
HARDY MYERS
THOMAS H. NELSON
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON, P. C.
ROBERT L. RIDGLEY, P. C.
GEORGE D. RIVES, P. C.
LOIS O. ROSENBAUM
RICHARD E. ROY, P. C.
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH, P. C.
THOMAS B. STOEL
STEPHEN S. WALTERS
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE, P. C.

Counsel
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
PAUL L. BOLEY

STEPHEN E. BABSON
GARY R. BARNUM
ANDREA BARTOLONI
MARGARET M. BAUMGARDNER
JOYCE M. BERNHEIM
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN F. BRADACH
SANDRA WALD CAFFEE
D. KEVIN CARLSON
STUART CHESTLER
BERTRAND J. CLOSE
JOSEPH D. COHEN
CRAIG A. CRISPIN
FRANK S. DELIA
SUSAN K. EGGUM
MARK R. FEICHTINGER
JERRY R. FISH
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
RICHARD S. GLEASON
BENNETT H. GOLDSTEIN
ARNOLD L. GRAY
STEPHEN L. GRIFFITH

KIRK R. HALL
JOHN J. HALLE
SUSAN M. HAMMER
JOYCE A. HARPOLE
PAMELA L. JACKLIN
GREGORY F. JENNER
CHRISTINE KITCHEL
THOMAS I. KRAMER
KATHERINE L. KUHN
CHARLES S. LEWIS, III
FREDERIC M. MAUHS
JUDITH L. MILLER
ROBERT J. MOORMAN
GREGORY C. NEWTON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LAUREL S. TERRY
DONNA J. VANDALL
JOHN M. VOLKMAN
BRIAN G. WALISER
ROBERT S. WIGGINS
TIMOTHY J. WYLDER

April 14, 1983

Department of Transportation
Transportation Building
Salem, OR 97310

Attention Mr. Robert W. Gormsen

Secretary of State
State Capitol Building
Room 143
Salem, OR 97310

Attention Public Records

Gentlemen:

Re: Highway Division Contract, NE Union Avenue -
NE 39th Avenue, Columbia River Highway,
Multnomah County, Contract No. 9513

We represent S.J. Groves & Sons Company, the prime contractor for the above project. We have received a copy of the Notice of Claim filed by Tom Stevens Boiler Repair against the bond obtained by S.J. Groves for the above project.

We have also received a copy of the Department of Transportation's acknowledgment of the Notice of Claim which characterizes Portland Precast Company, the company with which the claimants contracted, as the subcontractor of S.J. Groves.

Please be advised that Portland Precast Company was not a subcontractor of S.J. Groves, but was simply a materialman supplying materials pursuant to a purchase order, a copy of which is enclosed. Therefore, the filing of the Notice of Claim and any payments of monies to the claimants on the bond would be inappropriate. Under ORS 279.312, a materialman supplying another materialman of a general contractor is not entitled to protection under the general contractor's bond. The Oregon Supreme Court has held that the interpretation of the federal Miller Act controls the interpretation of the Oregon bonding statute, School District Number 45 v. Halich, 86 Or 687, 169 P 130 (1917). The U.S. Supreme Court has directly held in Clifford V. MacEvoy v. United States, 322 US 102, 64 S Ct 890, 88 L Ed 1163 (1944) that under the Miller Act a person supplying materials to a materialman cannot recover on the bond.

We will be happy to provide any additional information which you may require.

Very truly yours,

Mark H. Peterman

MHP:jdl
cc: American Insurance Company
Tom Stevens Boiler Repair

RECEIVED
APR 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]
[illegible]

FLH 8
Banfield

April 13, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Field Inspection, Sanitary Sewer Relocation
Portland Bureau of Sanitary Engineering
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Portland's Bureau of Sanitary Engineering to proceed with the field inspection of the relocation work being done on their facilities in conflict with this project as of April 11, 1983 is requested. An estimate of cost has been received from the City in the amount of $8,644. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by spearate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 11, 1983 is approved

CT Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dave Jones
Gary Kennen
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
APR 15 '83
REFER TO
FOR
Info | Inves | A/D | U/R | [illegible] | [illegible] | File

RECEIVED
APR 1 1983
RR & UTILITY UNIT

7513

8

STATE OF OREGON
RAILROAD & UTILITY UNIT

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: April 12, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Banfield Transitway
39th and 47th Avenues
ODOT Agreement No. RR-1043

RAILROAD COMPANIES
FILE No. ________

Attached, for your files, are fully-executed counterparts of agreements covering the temporary and permanent structures at 39th and 47th Avenues. These relate to the Banfield Transitway project.

RDT/llr
Attachments
cc: D. E. Wilken, FHWA - w/copies
E. L. Hardt - w/copies
J. B. Boyd - w/copies
D. E. Swan - w/copies
Robert Sandmann - w/copies
Dave Hill - City of Portland
Bureau of Streets & Structural Eng.
1120 SW 5th Ave.
Portland, OR 97204
(With City's Copies)

[illegible]

81-125-1387

Pla 18

Banfield

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are needed this will confirm the advance approval date of 2/23/83 to proceed with the actual adjustments for the water main relocation for the City of Portland, Bureau of Water Works on an actual cost basis estimated to be $24,100 Federal Funds $20,485.

I approve the agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 4/11/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

9513

files

STOEL, RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)

LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380
TELECOPIER (503) 220-2480

ALLAN R. ABRAVANEL
GAIL L. ACHTERMAN
CHARLES F. ADAMS
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
ERNEST BONYHADI, P. C.
HENRY C. BREITHAUPT
PHILLIP D. CHADSEY
HARRY S. CHANDLER
NANCY L. COWGILL
KAREN K. CREASON
E. JOSEPH DEAN
THOMAS P. DEERING, P. C.
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN, P. C.
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER, P. C.
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG, P. C.
ROBERT F. HARRINGTON, P. C.
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST, P. C.
HENRY H. HEWITT, P. C.

CHARLES F. HINKLE
ROBERT H. HUNTINGTON, P. C.
PETER R. JARVIS
VELMA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
GREGORY H. MACPHERSON
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE K. MEIER, III
DAVID P. MILLER, P. C.
GREGORY R. MOWE
HARDY MYERS
THOMAS H. NELSON
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON, P. C.
ROBERT L. RIDGLEY, P. C.
GEORGE D. RIVES, P. C.
LOIS O. ROSENBAUM
RICHARD E. ROY, P. C.
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH, P. C.
THOMAS B. STOEL
STEPHEN S. WALTERS
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE, P. C.

Counsel
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
PAUL L. BOLEY

STEPHEN E. BABSON
GARY R. BARNUM
ANDREA BARTOLONI
MARGARET M. BAUMGARDNER
JOYCE M. BERNHEIM
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN F. BRADACH
SANDRA WALD CAFFEE
D. KEVIN CARLSON
STUART CHESTLER
BERTRAND J. CLOSE
JOSEPH D. COHEN
CRAIG A. CRISPIN
FRANK S. DELIA
SUSAN K. EGGUM
MARK R. FEICHTINGER
JERRY R. FISH
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
RICHARD S. GLEASON
BENNETT H. GOLDSTEIN
ARNOLD L. GRAY
STEPHEN L. GRIFFITH

KIRK R. HALL
JOHN J. HALLE
SUSAN M. HAMMER
JOYCE A. HARPOLE
PAMELA L. JACKLIN
GREGORY F. JENNER
CHRISTINE KITCHEL
THOMAS I. KRAMER
KATHERINE L. KUHN
CHARLES S. LEWIS, III
FREDERIC M. MAUHS
JUDITH L. MILLER
ROBERT J. MOORMAN
GREGORY C. NEWTON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LAUREL S. TERRY
DONNA J. VANDALL
JOHN M. VOLKMAN
BRIAN G. WALISER
ROBERT S. WIGGINS
TIMOTHY J. WYLDER

April 11, 1983

Department of Transportation
Transportation Building
Salem, OR 97310

Attention Mr. Robert W. Gormsen

Secretary of State
State Capitol Building
Room 143
Salem, OR 97310

Attention Public Records

Gentlemen:

Re: Highway Division Contract, NE Union Avenue -
NE 39th Avenue, Columbia River Highway,
Multnomah County, Contract No. 9513

We represent S.J. Groves & Sons Company, the prime contractor for the above project. We have received copies of the following Notices of Claim filed against the bond obtained by S.J. Groves for the above project:

1.	Oregon Wire Products Co., Inc. -	$7,984.20
2.	Commercial Factors of Portland, Inc. -	$58,221.54
3.	Ted Nelson Company -	$66,370.00

We have also received a copy of the Department of Transportation's acknowledgment of the Notice of Claim filed by Oregon Wire Products which characterizes Portland Precast Company, the company with which the claimants contracted, as the subcontractor of S.J. Groves.

Please be advised that Portland Precast Company was not a subcontractor of S.J. Groves, but was simply a materialman supplying materials pursuant to a purchase order, a copy of which is enclosed. Therefore, the filing of the notices of claim and any payments of monies to the claimants on the bond would be inappropriate. Under ORS 279.312, a materialman supplying another materialman of a general contractor is not entitled to protection under the general contractor's bond.

We will be happy to provide any additional information which you may require.

Very truly yours,

Mark H. Peterman

MHP:jdl
cc: American Insurance Company
Oregon Wire Products Company
Mr. Richard C. Helser
Ted Nelson Company
Philip A. Lewis, Esq.

T.N. [illegible]

RECEIVED
[illegible]
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

9513

CL 83-56

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED [illegible]

March 28, 1983

RECEIVED CON 5 #9513
APR 5 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO
FILE NO.:

NOTED ON [illegible]
5-13-83 ak

Tom Stevens Boiler Repair
5217 S.E. 118th Ave.
Portland, Oregon 97266

Dear Mr. Stevens:

This will acknowledge your letter dated March 14, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Tom Stevens Boiler Repair
AMOUNT:	$6,988
FOR:	Labor and material
AGAINST (Prime contractor)	S. J. Groves & Sons Company
SUBCONTRACTOR	Portland Precast, Inc.
CONTRACT NO.:	9513
PROJECT:	N.E. Union Ave.-N.E. 39th Ave. (Banfield Light Rail) Project Columbia River Highway Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc S. J. Groves & Sons Co.
2255 116th Ave., NE
Bellevue, WA 98004

American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

TOM STEVENS
BOILER REPAIR
5217 S. E. 118 760-5922
PORTLAND, OREGON 97266

March 14, 1983

Mr. Robert Gorsem
Commission Services
Room 121
Department Of Transportation Bldg.
Salem, OR. 97310

Dear Sir:

I am writing to you in respect to a contract (Project # 9513) the State Highway Department has with S. J. Groves & Sons and his subcontractor Portland Precast, Inc. On December 9, 1982 Doug Myers from Portland Precast, Inc. rented my 45 h.p. portable boiler to prepare the concrete dividers at the rate of $125.00 per day or $625.00 per week, Purchase Order #8473. After numerous promises of payment, I was compelled to pick the boiler up on March 7, 1983. I received only $1,250.00 through that time and they have a balance of $6,988.00 outstanding. They damaged the tongue on the trailer the boiler is mounted on and I spoke to them about the cost of repair at that time. The cost of repair to the tongue and the labor for initial hook-up is included in the sum of $6,988.00. Inclosed is a copy of our Invoice.
Thanking you for any assistance you can give me in collecting these funds, I remain,

Respectfully yours,

Thomas S. Stevens

Enc.

CERTIFIED
P 499 130 076
MAIL

RECEIVED
MAR 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

Tom Stevens Boiler Repair
5217 S.E. 118th Avenue
Portland, Oregon 97266
Phone: (503) 760-5922

Invoice 5744
Customer's Order 8473
Date 3/7/83

SOLD TO
Portland Precast, Inc.
P.O. Box 399
12705 SW Herman Rd.
Tualatin, OR. 97062

SHIPPED TO

Date Shipped		Terms		Work Order
		net		

1 ea.	45 H.P. Rental Boiler		
	12/9/82 thru 3/7/83	7,875	00
	Boiler hook-up labor	113	00
	Repair of damaged hitch	250	00
		8,238	00
	Payments	- 1,250	00
	Total Past Due Balance:	$6,988	00

RECEIVED
MAR 1 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

6% interest charged on accounts over 30 days

9513

I-84

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 22, 1983

File No: 26-1959(350)

TO: J. H. VERSTEEG, Road Design Engineer
W. J. HART, Bridge Engineer

FROM: ROBERT A. SANDMANN
Project Engineer

SUBJECT: Holladay Street (16th Avenue) LR Structure
Banfield Transitway Project

The subject structure does not appear on the contract letting schedule. Until recently the structure was to have been included in a Tri-Met contract. Tri-Met now informs me that they do not want to include the structure in their contract but wants the state to administer the contract for construction.

Therefore, it now becomes necessary to place the subject structure on the contract-letting schedule. To meet current transitway project schedules, the structure should be scheduled for a bid opening of June 30, 1983. Completion should be set for October 1, 1984.

ebg

Robert Sandmann

xc: E. S. Hunter
E. L. Hardt
A. C. Harwood

Return bridge plans to Sandmann DMS

DA copy

RECEIVED
ROAD DESIGN SECTION
Do Not File
Return to
Bring Up
Action
Wehertig

Don Adams
Please follow up on this
HC

REFERRED TO
Watson Mann
Cole Floudenmeyer DMS
Eriksen King
Beard Dorn Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Check w/ Walt. & advise
we need PC review time
etc.

9513

CL 83-44

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1983

FILED
MAR 18 1983
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9513

NOTED ON
5-13-83 BL

Oregon Wire Products Co., Inc.
P. O. Box 20295
Portland, Oregon 97220

Attention: Kenneth C. Hall, President

Gentlemen:

This will acknowledge your Notice of Claim dated March 1, 1983, concerning the following Highway Division contract:

FILED BY:	Oregon Wire Products Co., Inc.
AMOUNT:	$7,984.27
FOR:	Material
AGAINST (Prime Contractor)	S. J. Groves & Sons Company
SUBCONTRACTOR:	Portland Precast Co.
CONTRACT NO.:	9513
PROJECT:	N. E. Union Avenue-N.E. 39th Avenue Columbia River Highway Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

The American Insurance Company
121 SW Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

W
I
OREGON
E PRODUCTS Co.,Inc.
13030 N. E. WHITAKER WAY
P. O. BOX 20295
PORTLAND, OREGON 97220
PHONE (503) 255-5155
KRIMPLOK

March 1, 1983

NOTICE OF CLAIM

TO: SECRETARY OF STATE c/o Robert Gormsen, Manager
STATE OF OREGON Commission Services -- 121 Transportation Bldg.
Salem, OR 97310

RE: OREGON STATE HIGHWAY DIVISION
Contract No. 9513

TO OREGON STATE HIGHWAY DIVISION and S. J. GROVES & SONS COMPANY:

Notice is hereby given that the undersigned, OREGON WIRE PRODUCTS CO., INC., through its President, Kenneth C. Hall, has a claim for material, namely: remesh panels and rebar furnished to PORTLAND PRECAST CO. in the total sum of $7,984.27, against the bond taken from S. J. GROVES & SONS COMPANY for the work of Portland Precast Co. as a subcontractor under the Oregon State Highway Division Contract No. 9513, with the bonding company, American Insurance Co.

OREGON WIRE PRODUCTS CO., INC.

by: Kenneth C. Hall
Kenneth C. Hall, President

cc: S. J. Groves & Sons Company
Portland Precast Co.
American Insurance Co.

P 319 702 394

RECEIVED
MAR [illegible] 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PLA 8
Banfield

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/11/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue
(Glisan Street Light Rail Station - South Banfield Interchange)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility adjustment

13. REMARKS

Under the provisions of FHWA/UMTA Memorandum of Understanding, it has been determined that the water facilities adjustment for the Hazelwood Water District are required for the subject project. You are authorized to proceed with the actual adjustment on an actual cost basis estimated to be $5,209. (F.O. #7)

The Agreement with Hazelwood Water Dustrect is approved.

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO Swan
FOR
Info | [illegible] | R/D | [illegible] | Sign | Act | [illegible]

14. DATE 3/11/83

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

1513

FLA 8
Banfield

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

copy

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/11/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required this will confirm the advance approval for the Pacific Power & Light Company's aerial power line relocation as requested by Mr. Swan's letter of 3/3/83 on an actual cost basis estimated to be $11,419 Federal Funds $9,706.

I approve the Agreement with Pacific Power and Light Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

orig to
3/14

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO Swan
FOR
Info Invsg R/D D/R Sign Act File

14. DATE 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

PLAT
Banfield

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(7

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/10/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Railroad Protective Services

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS (UPRR F. O. #1)
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/7/83 you are authorized to proceed with the Railroad protective services for the Union Ave. - NE 87th Ave. Section which has been contracted in two sections - Union to NE 39th (IX-68(5) and NE 39th to NE 87th (IX-68(6) at a TEC of $736,680 Federal Funds $626,178 subject to appropriate revised project agreements for contracted projects. It is understood that a total amount of $88,950 Federal Funds $75,607.50 will be retained under RR Protective Services for Project IX-68(5) to maintain accounting continuity. This amount is not included for Project IX-68(7).

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO Swan
FOR
Info | Inv | R/D | D/R | Sig | | File

Orig to
3/14

14. DATE 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PLA 8
Banfield
C

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 7, 1983

To: Dale E. Wilken, Federal Highway Administrator
Federal Highway Administration

From: D. E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 10030
Project No. IX-68(7) OR-23-9001
N.E. Union Ave. - N.E. 87th Ave. (Portland) Section
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps and order for force work for the subject project.

I request the following:

1) Authorization to proceed with the required railroad protective service by railroad forces at an estimated total cost of $736,680 with an obligation of $626,178 in UMTA funds.

2) Approval of the enclosed order for force work and the return of one copy approved for our files.

As indicated in Mr. Sandmans memo of February 28, 1983 railroad protective service currently authorized and under agreement on IX-68(5) will be charged to that project until the authorized amount is expended at which time the remaining costs will be charged to this project. This procedure for processing the railroad protective service has been discussed with Mr. Christianson previously.

CL:nm
cc: R. Sandman
J. Cartwright
G. Kennen
P. Barnhart
Dave Jones
General Files

Form 734-3122

FLH &
Banfield

March 3, 1983

RECEIVED
TECHNICAL SERVICES
MAR 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

D E Swan

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. UMTA OR-23-9001

Here is a copy of an estimate of cost to adjust Pacific Power and Light Company facilities dated August 3, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated July 28, 1982 was previously supplied to your office. After the conflict letter was sent, it was discovered that two of the Company's poles were located on railroad property.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, andd confirmation of your advanced authorization to proceed with the work as if August 11, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,419.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

9513 C

March 3, 1983

S. J. Groves & Sons Co.
P. O. Box 1267
Minneapolis, MN 55440

CON

Time Extension Request
NE Union Ave.-NE 39th Ave.
Contract No. 9513
FAP No. IX-68(5)

Your two requests for additional contract time for December 14 through 19, 1982 and for December 26 through 21, 1982 due to "unreasonable weather conditions" have been carefully reviewed.

We do not know the meaning you attach to the phrase "unreasonable weather conditions." We presume you mean rainfall which caused the material you desired to use for pipe backfill to become wet.

Rainfall in Portland during December is deemed "reasonably predictable weather" and in accordance with Section 108.09 of the contract Standard Specifications is not a reason for additional contract time. Your request is accordingly denied.

Should you wish to submit additional data, or to review this matter further, please contact Project Manager Paul Barnhart.

W. E. Schwartz, P.E.
Assistance State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
Al Harwood w/att.
Paul Barnhart w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. KEASEY
Construction Engineer

DATE: February 15, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: NE Union Avenue-NE 39th Avenue
Columbia River Highway
Contract No. 9513

Enclosed for your consideration are two requests from the contractor on the subject project for additional time in which to complete the project without assessment of liquidated damages. Also enclosed is Barnhart's transmittal letter in which he recommends denial of the request.

I concur with Paul's recommendation that the request be denied. The reasons for my recommendations are (1) inclement weather alone is not a basis for granting of additional time, and (2) work was not stopped.

In the last paragraph of Barnhart's letter he uses the term "unsuitable". In using this term he is referring to the condition of the material rather than the material itself. The problem is that the material is too wet to achieve the specified compaction. As explained in the accompanying letter, Serial No. 178, the material at the site is suitable if the moisture content requirements, i.e. optimum moisture are met.

2-22-83

W.E. Schwartz -

I concur with Region and Project that this request be denied. Rain in Portland in December would appear to be reasonably predictable and is not a valid reason for additional contract time.

Enclosure

cc: Bob Sandmann
Paul Barnhart

CE
CAE
FOE
OCS
SCS
EEO

RECEIVED
FEB 16 1983
CONSTRUCTION SECTION

OM
CA
LS
TC
FE
CP

81-125-1387

FLA 8
Banfield

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 28, 1983

File No: 26-1023

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
FOR
Info | In. ss | R/D | D R | Sign | Act | File

TO DORLAND E. SWAN
Program Control Engineer

FROM ROBERT A. SANDMANN
Project Engineer

SUBJECT Banfield Transitway Project
Railroad Protective Services
NE Union Ave.-NE 87th Ave. Section
Columbia River Highway

Attached is Order for Force Work No.16 to provide funding for railroad protective services as specified in the special provisions for the NE Union Ave.-NE 39th Ave. and NE 39th Ave.-NE 87th Ave. sections contracts. The funds to be used are UMTA e(4) with State Highway match. I have Don MacDonald's approval for the use of UMTA e(4) funds.

Railroad protective services were inadequately funded on the NE Union Ave.-NE 39th Ave. Section contract, and the same situation was about to occur on the NE 39th Ave.-NE 87th Ave. Section contract.

In analyzing the situation, it was determined that since railroad flagging, engineering inspection work, and billings would not be specifically oriented to individual contracts, but more toward the total Banfield, the additional funding required could be set up on the utility relocation project prefix, 26-1023, FA Project Ix-68(4). The Order for Force Work No. 4 Rev.,currently written for the NE Union Ave.-NE 39th Ave. Section contract is valid and will be used for billings received to date. Once funds established on that work order are used up, then billings will be charged against the attached work order.

Please request from FHWA additional funding for Project IX-68(4) in the amount of $626,178, FY (TEC $736,680). As stated earlier, Don MacDonald, Project Director for Tri-Met, has approved the change order and authorized the use of UMTA e(4) funds for the federal share.

I have discussed this procedure for covering the railroad protective services with Cliff Christianson.

If you have any questions or need more information, please contact me.

Robert Sandmann

ebq

attachment

xc: Jack Cartwright
Gary Kenner
Paul Barnhart
Dave Jones
Cliff Christianson

Swan FYI: If you sign ok order will process
Bill

2P

ORDER FOR FORCE WOR

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

UMTA Project No.OR-23-9001
Line Item Code 20.13.00
Tri-Met No. 6090

ORK TO BE DONE BY UNION PACIFIC RAILROAD
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)
CONTRACT No.

ROJECT NAME NE Union Ave.-NE 87th Ave. Section
DATE Feb 25, 1983

IGHWAY Columbia River (Banfield Transitway) FAP No. IX-68(7)

OUNTY Multnomah PREFIX 026-1032 FUNCTION 284-1 -2P

ESCRIPTION OF WORK TO BE DONE:

Provide engineer inspector and full flagging crew (3 men) for the protection of the railroad's facilities adjacent to the contractor's operations for each contract in the Banfield between Union Avenue and NE 87th Avenue.

OCATION BY STATION NUMBERS:

NE Union Ave.-NE 39th Ave. Section: Sta."EN" 22+41.97 to Sta. 1134+00
NE 39th Ave.-NE 87th Ave. Section: Sta. 1134+00 to Sta. 1269+00

STIMATE OF QUANTITIES & COSTS: (See attached sheet for breakdown)

	Engr.Insp.	Flagging Crew	Total
Union Ave.-39th Ave:	$88,525	$274,555	$363,080
Less Union-39th Authorized:	-88,950		-88,950
39th Ave.-87th Ave:	112,775	349,775	462,550
TOTAL	$112,350	$624,330	$736,680

XPLANATION:

Contract special provisions specify that the State will pay for railroad protective services and devices to the limit of 730 calendar days for the Union Ave.-39th Ave. Section, and to the limit of 930 calendar days for the 39th Ave.-87th Ave. Section.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

ONTRACT PROJECTS AND MISC:
Submit **original** through channels to onstruction Engineer in Salem. After pproval copies will be sent to the egion Engineer, Resident Engineer and ighway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit **original** through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . $________

Present estimate of costs including work under this Force Order . . . $________

Estimated Overrun/Underrun Amount $________

Estimated Overrun/Underrun Percent ________

UBMITTED BY Gary Kennen

TITLE Metro Utilities Specialist

PPROVAL RECOMMENDED:

TITLE:

APPROVED:
~~APPROVAL RECOMMENDED~~

TITLE: DON MacDONALD, Project Director

APPROVAL RECOMMENDED:
Region Engineer
Acting Program Section Manager

APPROVED:
~~Construction or Traffic Engineer~~
Asst State Highway Engineer

O **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT ROJECTS.

SP*70890-734

orm 734-1105 (Rev. 1-79)

ORDER FOR FORCE WORK

Cost Breakdown

Work to be done by: UNION PACIFIC RAILROAD

Project name: NE Union Ave.-NE 87th Ave. Section

Prefix: 026-1032 Order No. 1

Estimate of Quantities & Costs: (Unit costs obtained from UPRR & include all add-ons)

Engineer Inspection:

Union Ave.-39th Ave:	1 inspector @ \$3,688.50/mo.X $\frac{730}{365}$ X 12 =	\$88,525
39th Ave.-87th Ave:	1 inspector @ \$3,688.50/mo.X $\frac{930}{365}$ X 12 =	112,775
	Subtotal engineering inspection...........	\$201,300

Flagging Crew:

Union Ave.-39th Ave:	3 men X \$22/hr X 173.33 hrs/mo X $\frac{730}{365}$ X 12 =	274,555
39th Ave.-87th Ave:	3 men X \$22/hr X 173.33 hrs/mo X $\frac{930}{365}$ X 12 =	349,775
	Subtotal flagging crew....................	\$624,330
	Total estimated cost	825,630
	Less authorized Union Ave.-39th Ave. (Order for Force Work #4 Revised)	-88,950
	Additional authorization needed..........	\$736,680

ODOT/Highway
RAS:ebg
2/15/83

I-84 Banfield
9513

STATE OF OREGON

INTEROFFICE MEMO

TO: Howard Harris
Project Manager

DATE: January 19, 1983

CON 5
9513

ORIGINAL SIGNED
J.E. BACKSTRAND

FROM: J. E. Backstrand, P.E.
Principal Structural Design Engineer

SUBJECT: NE Union Avenue - NE 39th Avenue Section
Columbia River Highway
Multnomah County
CON 9513

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CONSTRUCTION SECTION

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We have reviewed S. J. Groves & Sons Company Serial Letter No. 55 of December 27, 1982. Following some general comments are our comments to each item in the order followed in Serial Letter No. 55.

The original detour structures were laid out to accommodate the existing Banfield traffic and the construction of the new structures using reasonable span lengths on the detour structures. In most cases, the detour bents were placed adjacent to or in the median of the existing Banfield lanes. We have found that some detour bents do conflict with placement of new PCC pavement. Temporary surfacing in those areas not initially PCC paved because of bent conflicts will permit use of part of those areas for traffic requirements. As stated in the plans and specifications, the contractor may submit an alternate design for the detour structures.

NE 39th Avenue Detour Structure

1. Temporary shoring or sheet piling appears necessary not only to prevent undercutting temporary Bent 11 but also to protect the temporary approach fill and roadway. The existing structure end bent and roadway must also be protected during construction of the adjacent retaining walls.

2. To gain the required clearances, it appears necessary to blockout around temporary Bent 10 when the new PCC pavement is placed in eastbound Lane 1 and patched upon removal of the bent.

3. It appears necessary to blockout around Bent 9, place PCC pavement and patch after Bent 9 removal.

   To gain the necessary clearance, traffic is to be diverted to part of the eastbound Lane 1, median, westbound Lane 1 and part of westbound Lane 2.

1/2 A

21

Contains
Recycled
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4. It appears necessary to construct part of Wall 7 prior to Bent 9a construction or after the detour is removed. It may be possible to incorporate Bent 9a footing into the Wall 7 footing. The back of Wall 7 footing is to be blocked out around permanent Bent 5 columns.

5. It appears temporary bents in LR zone will have to be removed prior to completion of the LR zone. If scheduling dictates otherwise, an alternate span arrangement may be required to clear the LR zone.

6. The median width is 10 ft. and footing width is 8 ft. It appears sheet piling adjacent to the PCC pavement is necessary to allow excavation and construction.

7. Construct only portion of PCC westbound Lane 3 and patch in later to obtain necessary width. Sheet piling may be required adjacent to permanent Bent 5 to allow construction and PCC placement in westbound Lane 3.

Sandy Boulevard Detour Structure

1. The centerline of temporary Bent 2 is located approximately 2 ft. within the PCC pavement for the "BN" line. If the location of the bent is to remain, then the PCC pavement would have to be blocked out around the bent and paved after bent removal. To avoid conflict with the pavement, detour Span 2 could be increased in length by moving Bent 2 back on line. This movement would place the bent over the footing of Wall 20 and would require blockouts in the footing at pile locations.

2. Temporary Bents 3 and 4 are located within the PCC pavement for eastbound Lane 1. The entire lane would have to be blocked out around Bents 3 and 4. See Grading Plans Drawing 2D-16 Stage 7 Section G-G "Plug to be paved after structure is finished". Movement of Bents 3 and 4 to avoid pavement conflict would drastically change span lengths and traffic clearance requirements.

   Traffic diversion for eastbound appears to be minor when it is directed by "Sandy" Bent 1, temporary Bent 3 and the end of Wall 23.

3. Temporary Bent 5 is located within existing westbound Lane 1. The position of the bent was controlled by span length and traffic clearance requirements.

   At a later stage, Bent 5 becomes positioned within the new westbound Lane 3, thus requiring this lane to be blocked out around the bent and PCC paved later.

4. If the entire westbound Lane 3 were not PCC paved through the Sandy Boulevard area before the detour structure is removed, then during Lane 3 paving the westbound traffic would be required to use approximately 22 ft. clearance. Westbound Lane 3 could be paved with Lanes 1 and 2 except around temporary Bent 5. A similar traffic restriction would occur when the blockout is paved but for a shorter duration.

NE 33rd Avenue Detour Structure

1. It appears necessary to blockout around temporary Bent 9 when the new PCC pavement is placed and patched upon removal of the temporary bent.

   There appears to be adequate distance between the 33rd Avenue and Sandy Boulevard structures to make the traffic transition.

2. It appears necessary to blockout around temporary Bent 8 when the new PCC pavement is placed and patched upon removal of the temporary bent.

3. It appears necessary to complete the "LR" zone after the detour structure is removed. If scheduling dictates otherwise, an alternate span arrangement may be required to clear the "LR" zone.

NE 21st Avenue Detour Structure

1. Our calculations find no conflict with temporary Bent 6 and Wall 6. There appears to be over 3 ft. of horizontal clearance between the wall footing and bent pile. See attachment for 21st Avenue detour structure.

Miscellaneous

1. Reduce traffic to 2 lanes during construction of Wall 16.

2. Westbound traffic during some stage will be placed adjacent to the existing Sandy Boulevard On Ramp at which time westbound PCC paving operations would be performed. Wall 7 would not be constructed until the "SW" On Ramp right footings and columns are constructed because the wall is positioned above the "SW" footings. The "SW" footings and columns would not be constructed until traffic use of the area is finished.

   To accomplish westbound Lane 3 PCC paving before construction of "SW" footings and Wall 7, a temporary wall may have to be constructed to retain the westbound lane. Use of the temporary wall may be avoided if westbound Lane 3 could be paved after Wall 7 construction. With either method, the westbound traffic clearance appears to be sufficient for two lanes.

3. This is the width that is available in the LRT Corridor.

4. No comment.

5. No comment.

General Comments

1., 2. and 3. No comment.

JGB:jrb

Attachment

cc: ✓C. T. Keasey
E. L. Hardt
Paul Barnhart /w/ attachment

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7513 I-84

S. J. Groves & Sons Company

CONTRACTORS AND ENGINEERS

Address reply to:
P.O. Box 13160
Rose City Park Station
Portland, OR 97213
Telephone 503/239-8486

Regional office:
2255 116th Avenue N.E.
Bellevue, WA 98004

RE: Columbia River Highway
NE Union Ave-NE 39th Avenue Section
Contract No. 8513

December 27, 1982

Serial Letter No. 55

1 Versteeg ✓
Anderson
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3 Sullivan
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ROAD DESIGN
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DEPARTMENT OF TRANSPORTATION
Oregon State Highway Division
5821 N. E. Glisan
Portland, OR 97213

Attention: Paul Barnhart

Subject: Conflicts in Plans

Gentlemen:

A meeting was held December 21 at your offices during which we pointed out a significant number of apparent conflicts or problems in the plans.

In attendance were Mssrs. McClure, Neels, and Malutich of our firm and Mssrs. Barnhart, Harris, and Richardson of your staff.

Pursuant to Paragraph 105.04 of the Standard Specifications, we are providing a summary of potentially serious conflicts that we have thus far identified.

RECEIVED
[illegible]
PAUL R. BARNHART
Project Manager

N. E. 39th Avenue Detour Structure

1. Temporary Bent No. 11 is constructed on top of Wall No. 23, which in turn ties into the permanent N. E. 39th Avenue structure. Wall No. 23 must be completed prior to paving the new eastbound traffic lanes.

   It appears that excavation for Permanent Bent No. 7 will undercut Temporary Bent No. 11.

2. Temporary Bent No. 10 appears to fall within the new PCC pavement for Eastbound Lane No. 1 (numbering from median), this conflicts with your stage construction drawings which seem to indicate that all eastbound lanes are paved prior to removal of the detour structure.

   Alternatively, if Eastbound Lane No. 1 is not paved, the maximum width of Eastbound Lanes No. 2 and 3 plus available shoulder appears to be only 33 feet in this area, without consideration for concrete traffic barrier or work room.

3. Temporary Bent No. 9 appears to fall within the PCC pavement for Westbound Lane No. 2.

   In order to install Temporary Bent No. 9A and remove Temporary Bent No. 9, westbound traffic must be diverted to new Westbound Lane No. 1 plus available shoulder.

   It appears that the available clearance in this area is less than 27 feet without allowance for concrete traffic barrier or work room.

Subject: Conflicts in Plans

4. Temporary Bent No. 9A may conflict with construction of Wall No. 7.

   Further, it appears that the Wall No. 7 footer may extend into Permanent Bent No. 5.

5. Temporary Bents No. 7 and 8 apparently fall within the "LR" and "WB39" Line areas.

   If the requirement to complete the LRT Line through sub-ballast by June 30, 1984 were to be taken literally, it would require removal of those bents of the detour structure prior to that time.

6. Excavation for Permanent Bent No. 6 appears to undercut Westbound Lane No. 1, which requires PCC pavement prior to construction of Bent No. 6.

7. Should Westbound Lane No. 3 not be PCC paved prior to construction of Permanent Bent No. 6, it appears the maximum width of Westbound Lanes No. 1 and 2 plus available shoulder is only 33 feet in this area, without allowance for concrete traffic barrier or work room.

RECEIVED
PAUL R. BARNHART
Project Manager

Sandy Boulevard Detour Structure

1. Temporary Bent No. 2 appears to fall within the PCC pavement for the "BN" Line.

2. Temporary Bents No. 3 and 4 appear to fall within the new PCC pavement for Eastbound Lane No. 1.

   In this area, it seems that a fairly intricate traffic diversion will be necessary for Eastbound traffic to avoid Permanent Bent No. 1, Temporary Bent No. 3, and Wall No. 23.

3. Temporary Bent No. 5 appears to fall within existing Westbound Lane No. 1.

   At a later stage, this lane becomes Westbound Lane No. 3, therefore, as with N.E. 39th Avenue, a temporary bent again precludes totally paving this lane.

4. Should Westbound Lane No. 3 not be PCC paved prior to construction of Permanent Bent No. 2, it appears that Westbound Lanes No. 1 and 2 plus available shoulder provide a maximum width of only 27 feet in this area, without allowance for concrete traffic barrier or work room.

N.E. 33rd Avenue Detour Structure

1. Temporary Bent No. 9 apparently falls within the new PCC pavement for Westbound Lane No. 1.

   Beyond conflicting with the PCC paving, it must be considered that Temporary Bent No. 5 of the Sandy Boulevard detour structure falls within Westbound Lane No. 3. This would require a traffic transition from WBL No. 1 and 2 and inside shoulder to WBL No. 2 and 3 and outside shoulder.

2. Temporary Bent No. 8 appears to fall within the PCC pavement for the "SW" Line.

Subject: Conflicts in Plans.

3. Temporary Bent No. 6 apparently is located exactly on the "LR" Line centerline.

N. E. 21st Avenue Detour Structure

1. Temporary Bent No. 6 appears to conflict with Wall No. 6

Miscellaneous

1. During construction of Wall No. 16 from approximately Station 1118 ahead, Eastbound traffic remains in the existing Eastbound lanes. Without a temporary diversion of this traffic to the north, it appears that Eastbound Lane No. 3 in this area would fall over the wall footing.

2. During construction of Wall No. 7, which must be completed prior to PCC paving new westbound lanes in that area, westbound traffic is diverted to the north of the wall.

   From approximately Station 1119+50 to 1125+00, it appears that there is less than 25 feet of clearance between the existing Sandy Boulevard on-ramp and the north face of Wall No. 7.

3. During construction of Wall No. 6, which must be completed prior to PCC paving new westbound lanes in that area, westbound traffic is diverted to the north on the "LR" Line.

   From approximately Station 1063 ahead, it appears that there is less than 32 feet of clearance between the south face of Wall No. 4 and the north face of Wall No. 6.

4. Stage Construction Drawings for Stages IIA, III, and IV indicate the N. E. 33rd on-ramp under traffic.

   It appears that

   a. to divert westbound traffic to the "LR" Line from approximately Station 1111+00 back

   which

   b. allows eastbound traffic to transition from existing westbound lanes to existing eastbound lanes before Station 1111+00 ahead

   then, the on-ramp must be removed prior to Stage IIA.

5. Stage Construction Drawings for Stage IV show an alignment transition for eastbound traffic from existing westbound lanes at approximately Station 1106+00 to existing eastbound lanes at Station 1111+00.

   There is an existing grade differential between the eastbound and westbound lanes in this area. This would appear to require therefore some sort of elevation transition for eastbound traffic.

   No details are shown in the plans for limits, dimensions, or materials for such a transition. Similarly, no indication is given as to how the installation and subsequent removal of such a transition is to be paid.

RECEIVED
PAUL R. BARNHART

Subject: Conflicts in Plans

Several general comments must be borne in mind additionally relative to potential conflicts with the PCC paving.

1. The project schedule dictates that all detour structures be removed no earlier than late fall of 1984.

   Therefore, any paving in conflict with detour structure bents must be done during unfavorable weather conditions or postponed to early 1985.

2. It is probably undesirable to pave on either side of a conflict area and pour fill-in patches at a later date.

   The resultant patch would almost predictably have a rougher riding profile than had the lane been continuously pave.

3. As you discussed with us, temporary striping at other than PCC pavement lane lines is very difficult and undesirable.

Please give these matters your fullest attention. We believe that some of these apparent conflicts are sufficiently serious to impede the progress of the work unless planning is done for them at this point.

Very truly yours,

S. J. Groves & Sons Company

Robert D. McClure
Project Manager

RDM:ve

RECEIVED
[illegible]
PAUL R. BARNHART
Project Manager

1513

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Banfield Transitway (I-5 to 87th Ave)
Columbia River Highway
Pavement Thickness Design Revsion
Oregon Project IX-68(-)

Date: January 5, 1983

Reply to Attn of: HFO-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Approval is given for the request to increase the thickness of the Continuously Reinforced Portland Cement Concrete Pavement on the subject project. This revision increases the thickness of the CRPCC pavement from 10 inches to 11 inches. We are assuming the NE Union - 39th Avenue (IX-68(5)) project will also be revised to reflect this change.

G. K.
for Dale E. Wilken

cc:
OSHD (F E Terpin)
OSHD (J Scofield)

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STATE HWY ENGR
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-13-'82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME Multnomah

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/21/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Ave. - NE 39th Ave.

11. GENERAL DESCRIPTION OF WORK
Relocate 3 electric poles on 21st Ave. Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/21/82 as requested in Mr. Keasey's letter of 11/30/82 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 8 representing work to be performed by PGE Forces is approved for a TEC of $1,610 Federal Funds $1,368.

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STATE HWY ENGR
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14. DATE 12/13/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

I-84
Banfield

ROAD DESIGN SECTION 378-6558

DES 16

Al Harwood
Region Operations Engineer

November 3, 1982

D. R. Adams
Final Design Engineer

Versteeg
Anderson
Adams
Olson
Sullivan
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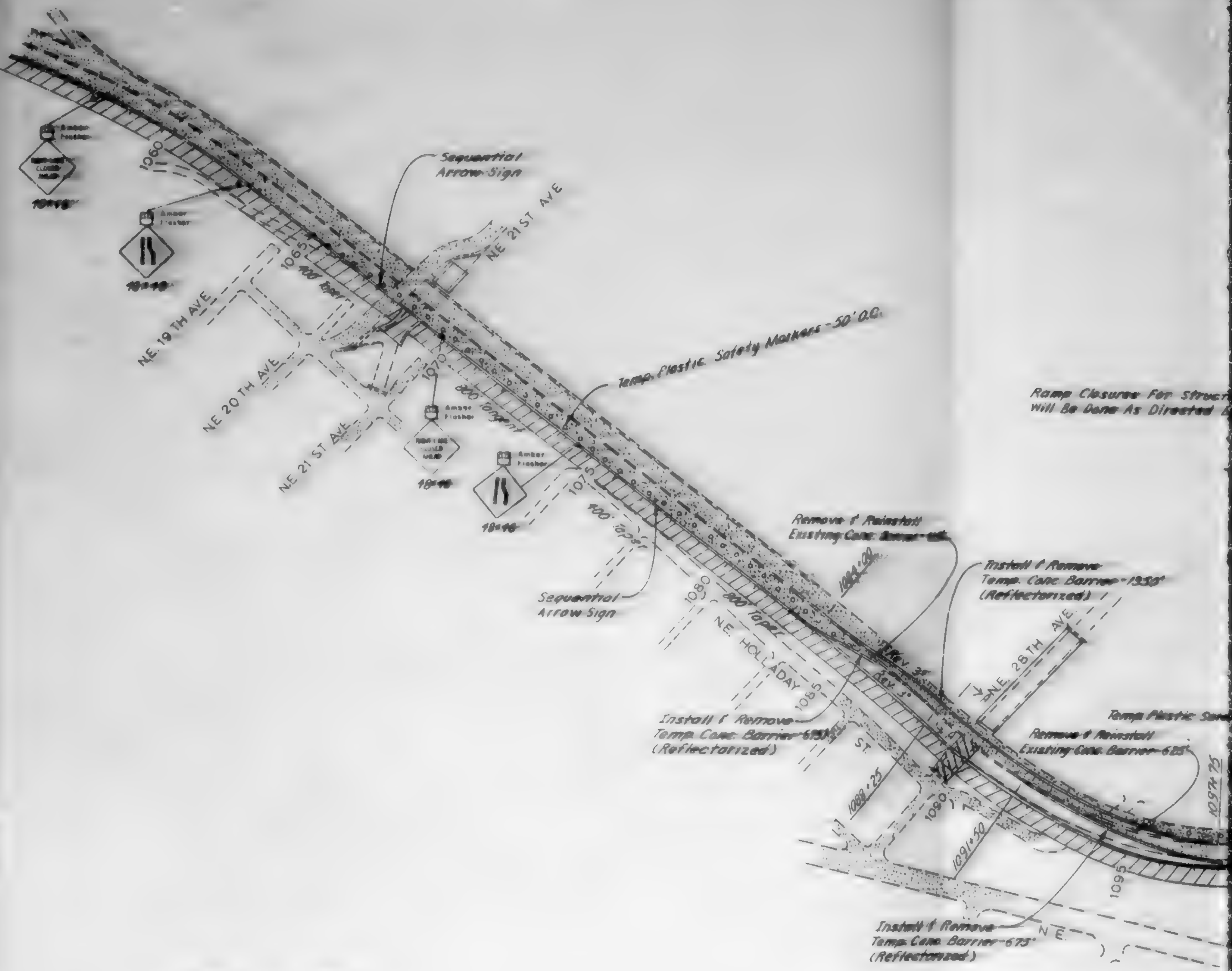
N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

Attached are three (3) prints of sheet 2D-24 on the subject project which covers an alternate plan for traffic control when a section of the 28th Ave. structure is removed.

Sheet 2D-12 of the original plans covers this same structure removal and calls for a complete closure of the freeway for eastbound traffic. The attached plan permits one lane eastbound and westbound during that same street removal.

You may use whichever plan best fits the traffic situation at the time of the structure removal.

DRA/dns:rlr
Attachments


Amber Flasher
18"x18"
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Amber Flasher
18"x18"
Sequential Arrow Sign
NE 21 ST AVE
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400' Taper
NE 19 TH AVE
NE 20 TH AVE
NE 21 ST AVE
1070
800' Tangent
Amber Flasher
18"x18"
Amber Flasher
18"x18"
Temp. Plastic Safety Markers -50' O.C.
1075
400' Taper
Sequential Arrow Sign
1080
800' Taper
N.E. HOLLADAY ST.
1085
Remove & Reinstall
Existing Conc. Barrier
1084+00
Rev. 3"
Rev. 3"
Install & Remove
Temp. Conc. Barrier-1330'
(Reflectorized)
NE 28TH AVE
Install & Remove
Temp. Conc. Barrier-675'
(Reflectorized)
1088+25
1090
1091+50
Temp. Plastic Sa
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Existing Conc. Barrier-625'
1097+75
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Install & Remove
Temp. Conc. Barrier-675'
(Reflectorized)
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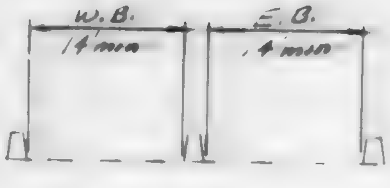
Ramp Closures For Struct
Will Be Done As Directed B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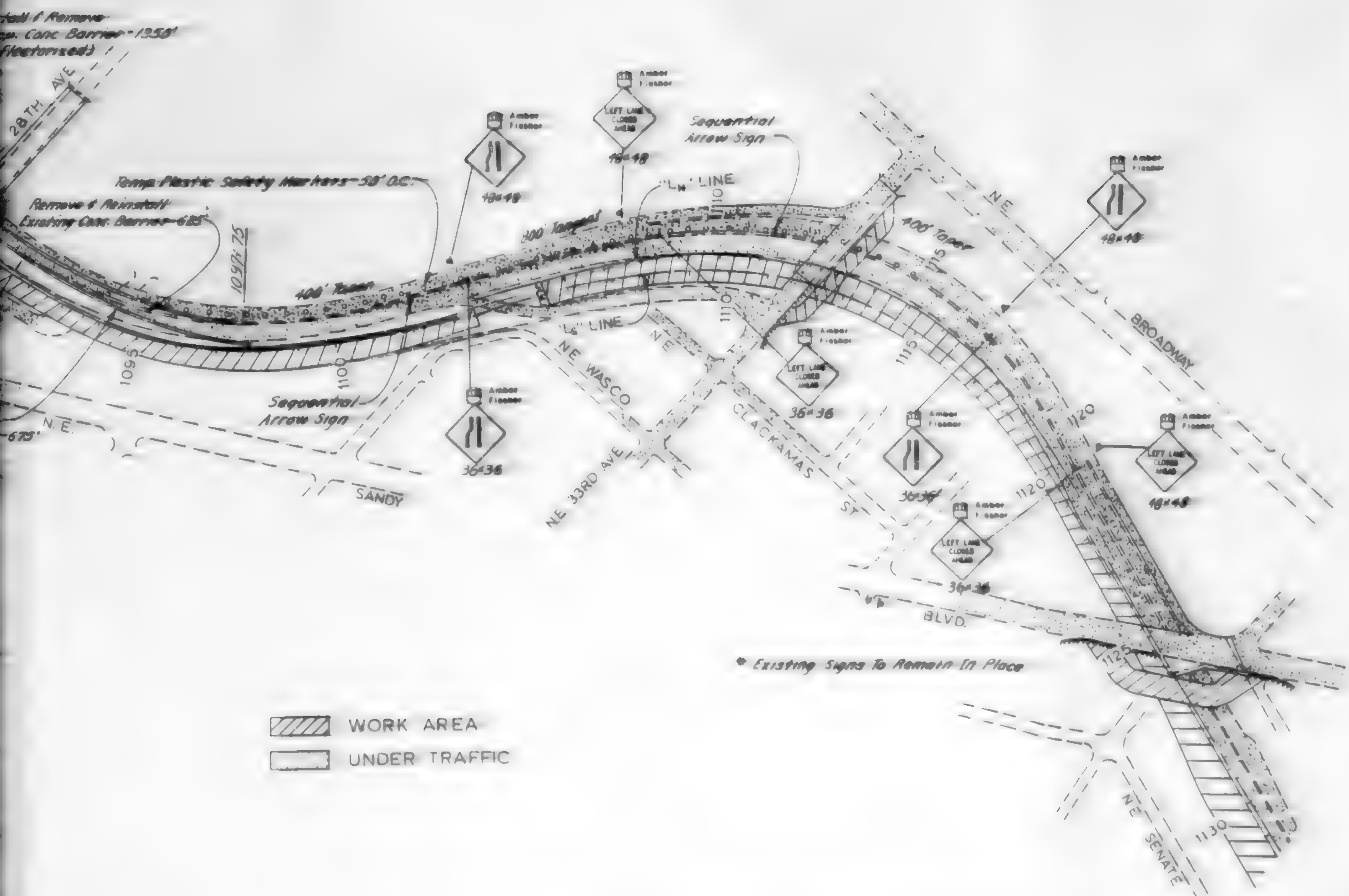
N.E. UNION AVE.–N.E. 39TH AVE. SEC.
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 2D-24 / TOTAL SHEETS
10	OREGON			See Index

DETOUR FOR STRUCTURE REMOVAL

Note:
Alternate for N.E. 28th Ave. structure
Removal. (sht. 2D-12) Submitted to
Region Engr. 3 Nov. 82. (May be
Incorporated into plans at a later
Date)

Ramp Closures For Structure Removal Detour
Will Be Done As Directed By The Engineer.



stall & Remove
p. Conc. Barrier-1350'
(Reflectorized)
28TH AVE
Temp. Plastic Safety Markers-50' O.C.
Remove & Reinstall
Existing Conc. Barrier-625'
1097+75
400' Taper
300' Tangent
"L" LINE
"LH" LINE
Amber Flasher
48x48
LEFT LANE CLOSED AHEAD
Sequential Arrow Sign
400' Taper
1095
1100
1110
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1120
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-675'
N.E.
SANDY
NE WASCO
NE 33RD AVE
NE CLACKAMAS ST
NE BROADWAY
36x36
BLVD.
* Existing Signs To Remain In Place
NE SENATE
WORK AREA
UNDER TRAFFIC

November 1, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Light Pole Removal
Portland General Electric Company
N.E. 21st Ave. Undercrossing
N.E. Union Ave.-N.E. 89th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. UMPTA OR-23-9001 (IX-68(4))

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the removal of light poles to accommodate the relocation of Pacific Northwest Bell Telephone Company (PNB) cables from the existing structure as of October 20, 1982 is requested. The light poles were removed previously, at PNB's expense, by PGE and reinstalled at City of Portland's request before PNB could make their relocation. An estimate of cost is being prepared by PGE. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
October 20, 1982 is approved

C. T. Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
R. A. Sandmann
Gary Kennen
Ken Johnson

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1982
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I-84
Banfield

ROAD DESIGN SECTION DES 16

Paul Barnhart
Project Manager

October 27, 1982

1 Versteeg ✓
Anderson
Adams
2 Kiss aca.
3 Sullivan
Tenpin

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ROAD DESIGN
SECTION

Do Not
Return
Bring
Action

Donald R. Adams, P.E.
Final Design Engineer

Inlets
N.E. Union Avenue-N.E. 39th Avenue Section
Columbia River Highway

After considerable investigation, a policy has been set concerning inlets in the City of Portland. On plans for Portland city streets, the standard inlet now shown in the City of Portland Standard Drawings will be used and a detail of this inlet will be included with all sets of plans requiring it. On all State Highways going through Portland, the State of Oregon inlets will be used, even though the City of Portland maintains the storm sewer system. Replacement grates for OSHD inlets would be supplied by our Maintenance forces.

The 27 "P" inlets shown on the N.E. Union Avenue-N.E. 39th Avenue should be the City of Portland design. One inlet may need to be larger than the normally used "P" inlet. On Sheet 8C, Note 12, four inlets are called for. We think the inlet shown with two pipes coming into and one going out of it should be the double, side-by-side inlet shown on the enclosed City of Portland drawings.

The "P" grates and frames originally started by Riverside Industries in Junction City should be satisfactory, with one modification. This would be the addition of two 1/4" x 1" x 30" steel straps welded across the top of the grate. This grate also is the same as one of those shown in the City of Portland standards. We think that with a little modification, the five grates that were made with OSHD configuration could be used as our Type "G" inlets.

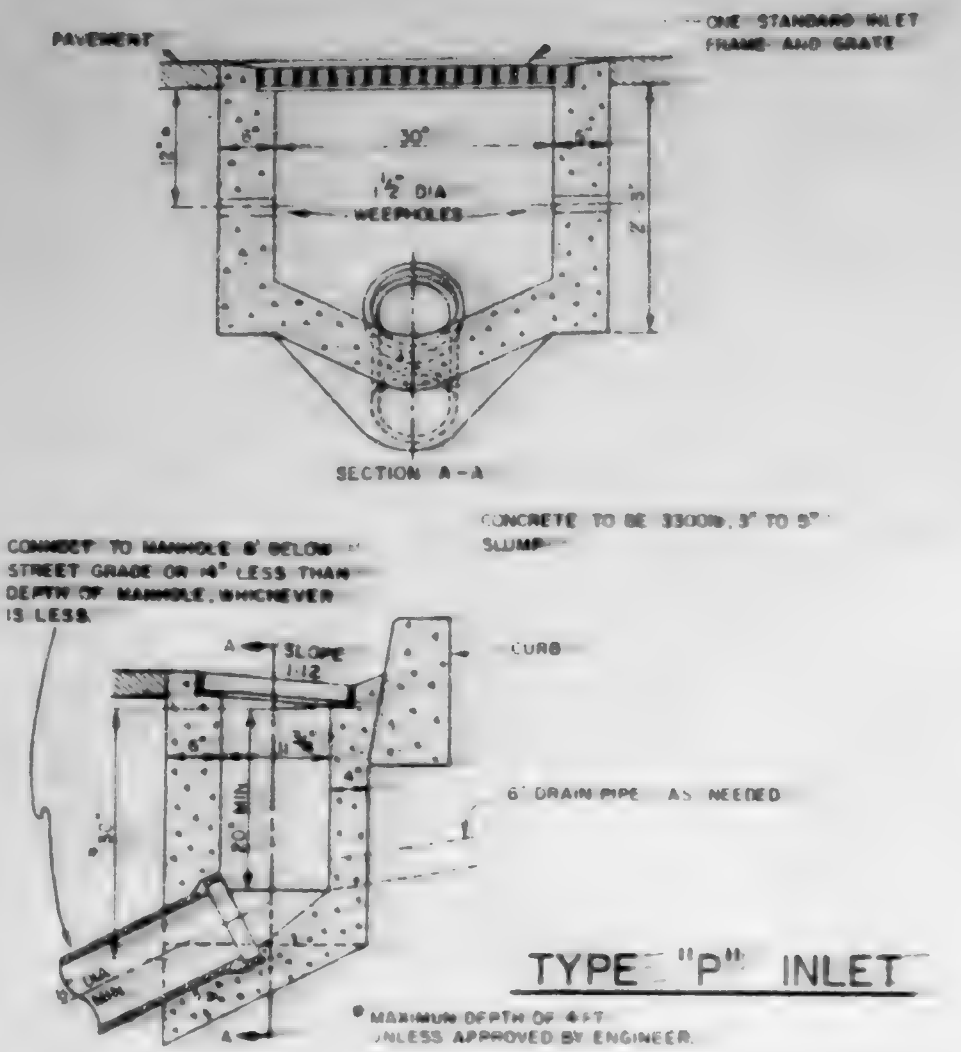
I am enclosing two sets of prints on the Type "P" inlet and two sets of prints of the Portland Standard for "Concrete Double Inlet - Side by Side".

DRA:ja

NOTED
D. E. SHAFFER

Enc.

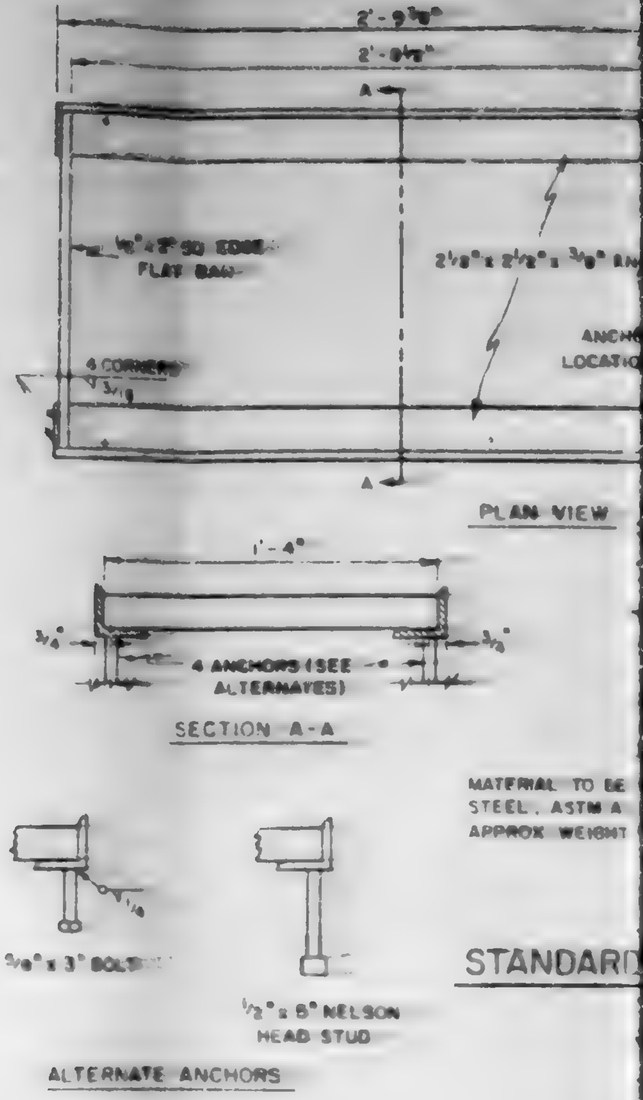
cc Ed Hardt
Mike Stovall
Maury Payne
C. T. Keasey


ONE STANDARD INLET FRAME AND GRATE
PAVEMENT
12"*
6"
30"
6"
1½" DIA WEEPHOLES
2'-3"
SECTION A-A
CONNECT TO MANHOLE 8' BELOW STREET GRADE OR 14" LESS THAN DEPTH OF MANHOLE, WHICHEVER IS LESS.
A
SLOPE 1:12
CURB
6"
4"
20" MIN.
6" DRAIN PIPE AS NEEDED
8" DIA MIN
A

CONCRETE TO BE 3300lb, 3" TO 5" SLUMP

TYPE "P" INLET

* MAXIMUM DEPTH OF 4 FT UNLESS APPROVED BY ENGINEER.

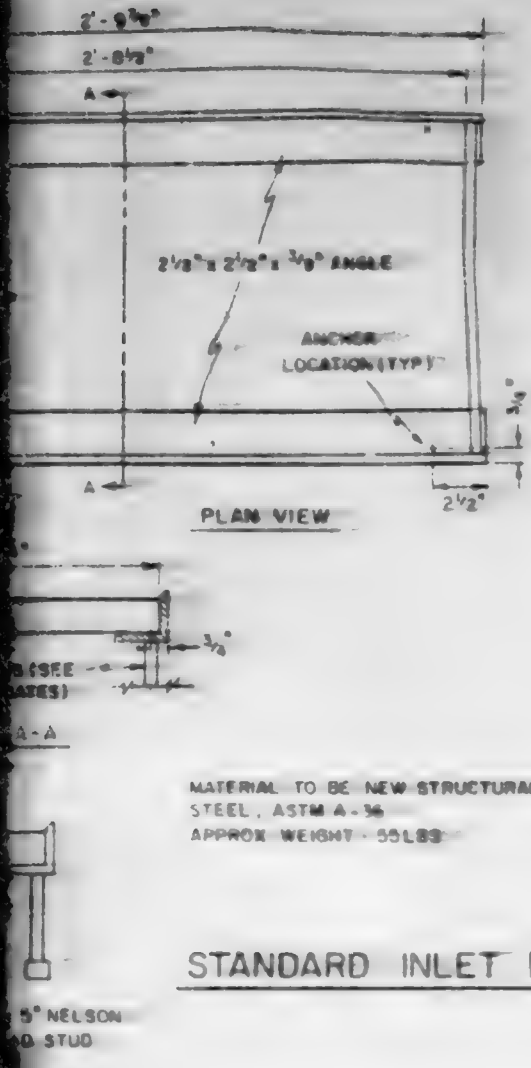

2'-9⅜"
2'-8½"
A
½"×2" SQ EDGE FLAT BAR
2½"×2½"×⅜" AN
ANCH
LOCATIO
4 CORNERS
3/16
A
PLAN VIEW
1'-4"
¾"
4 ANCHORS (SEE ALTERNATES)
¾"
SECTION A-A
⅝"×3" BOLT
1/4
½"×5" NELSON HEAD STUD
ALTERNATE ANCHORS

MATERIAL TO BE
STEEL, ASTM A
APPROX WEIGHT

STANDARD

NOTE:
INLETS ARE TO BE USED ON PORTLAND CITY STREETS
BUT WILL NOT BE USED ON STATE HIGHWAYS ROUTED
OVER CITY STREETS.

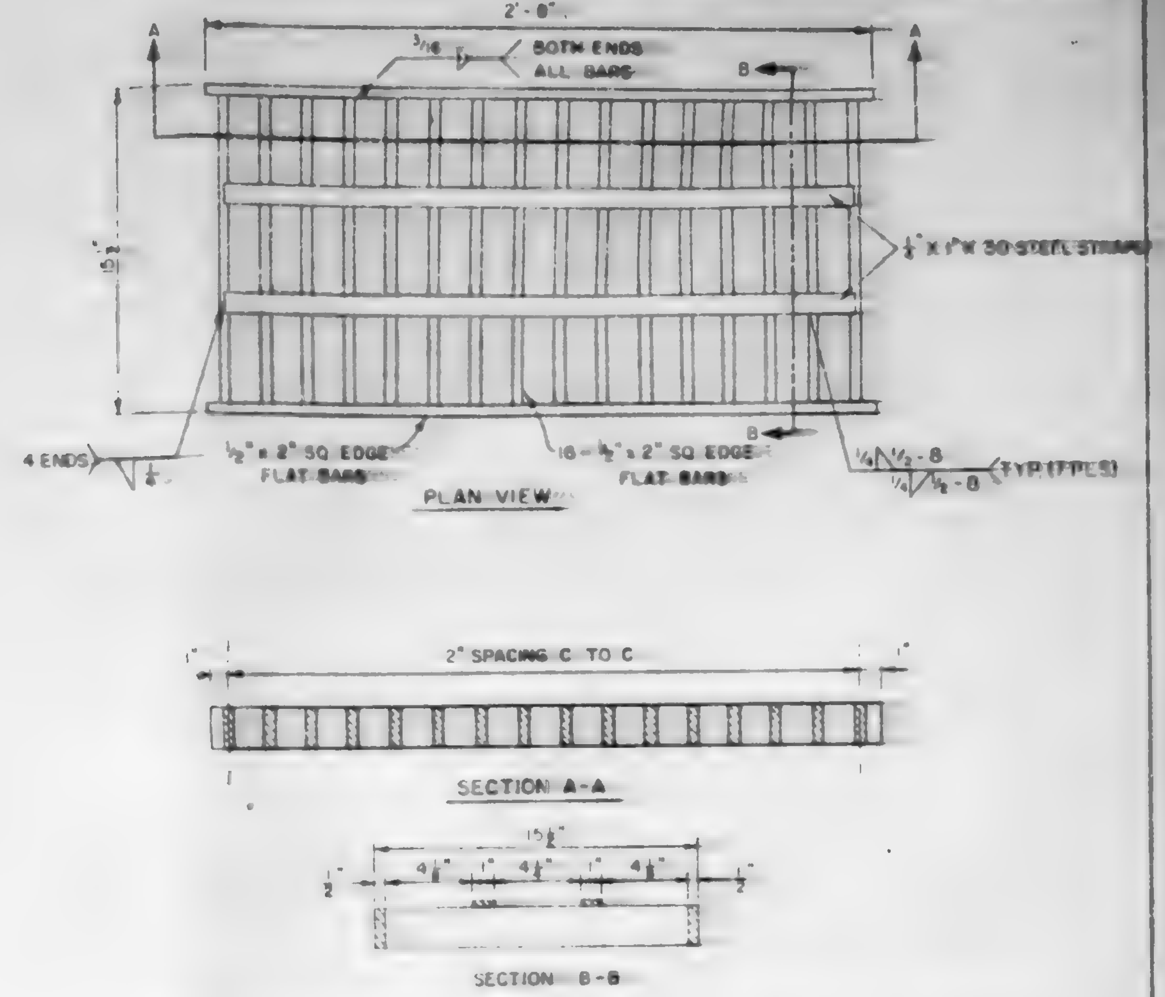
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



2'-9 3/8"
2'-8 1/2"
A
2 1/2" x 2 1/2" x 3/8" ANGLE
ANCHOR
LOCATION (TYP)
3/4"
2 1/2"
PLAN VIEW
3/8"
(SEE
PLATES)
A-A
5" NELSON
AD STUD

MATERIAL TO BE NEW STRUCTURAL
STEEL, ASTM A-36
APPROX WEIGHT - 55LBS

STANDARD INLET FRAME



2'-0"
A
3/16
BOTH ENDS
ALL BARS
B
15 1/2"
1/2" x 1" W SQ STEEL STRAPS
4 ENDS
1/4
1/2" x 2" SQ EDGE
FLAT BARS
16 - 1/2" x 2" SQ EDGE
FLAT BARS
1/4 1/2 - 8
1/4 1/2 - 8
TYP (TYPES)
PLAN VIEW
1"
2" SPACING C TO C
1"
SECTION A-A
15 1/2"
1/2"
4 1/2"
1"
4 1/2"
1"
4 1/2"
1/2"
SECTION B-B

MATERIAL TO BE NEW STRUCTURAL
STEEL, ASTM A-36
APPROX WEIGHT - 88 LBS.

STANDARD INLET GRATE

7513 2.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-68(5)

2. STATE PROJECT NO.: see below

2A. COUNTY NAME: Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/3/82

8. FEDERAL ROUTE NUMBER: Primary 68

9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:
NE Union Ave. - NE 39th Ave. (Banfield)

11. GENERAL DESCRIPTION OF WORK:
Track removal and replacement for sewer truck line

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/3/82 as requested in Mr. Keasey's letter of 10/7/82 as being in the public interest for the use of Burlington Northern RR Company's Forces to proceed with the above work. State Force Order No. 6 representing work to be performed by Burlington Northern RR Company is approved for a TEC of $4,000 Federal Funds $3,400.

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO [illegible]
FOR
Info | Inv | R/D | D/R | Sig | Act | File

14. DATE: 10/27/82

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

Banfield
I-34

UNION PACIFIC RAILROAD COMPANY
OPERATING DEPARTMENT

R. J. LARKIN
SUPERINTENDENT
OREGON DIVISION

P.O. BOX 8019
PORTLAND, OREGON 97208

[illegible]ERRED TO
Houdenmeyer
[illegible] 1384
Watson
Hagen Dorn Leu
Return Discuss Do File Due

October 21, 1982

D 315 - 2 - 167 (0119)
D-159

1 Versteeg ✓
Anderson
3 Adams
2 Sullivan Jws

Copy Hunter
Keesay

Mr. Roger Trygstad
Railroad & Utilities Engineer
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Trygstad:

Please refer to previous correspondence on your File ROW 18-2, in connection with construction of the N. E. Union to N. E. 39th Avenue Section of the Banfield Transitway Project in Portland, Contract Nr. 9515.

As you are aware, contractor is presently installing the sewer line running parallel to Railroad's Main Line, performing clearing and grading and removing the large boulders along the freeway embankment. These operations all require use of trucks and other rolling stock which are using Railroad's off-track equipment roadway.

On recent inspection of the work area, have noted the ballast in the track structure is becoming fouled with dirt as a result of these operations. In some locations, due to close proximity of track to roadway, trucks are running their wheels along the ballast edge and on end of ties. Railroad's flagmen are continually having to admonish the equipment operators to keep their vehicles clear of the ties since this damages the tie and loosens the spikes.

Wish to advise that when project is completed, it will be necessary all fouled ballast be removed and replaced with clean crushed rock ballast conforming to Union Pacific specifications. Damaged or broken ties will also have to be replaced.

We would expect this work to be done at the expense of the contractor or Department of Transportation. In the event it is the contractor's obligation, suggest this item be included in the special provisions for the 39th Avenue to 87th Avenue Section of next contract.

Very truly yours,

R J Larkin

R. J. Larkin
Superintendent

XC: J.H. Versteeg
Robt Sandmann
Paul Barnhart

VED:rja

RECEIVED
OCT 26 1982
RR & UTILITY UNIT

cc: Mr. R. A. Sandman
Special Projects Coordinator
Department of Transportation
5821 N. E. Glisan Street
Portland, OR 97213

9513

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-68(5)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/2/82

8. FEDERAL ROUTE NUMBER: Primary 68

9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:
NE Union Ave. - NE 39th Ave.

11. GENERAL DESCRIPTION OF WORK
Locate, disconnect, relocate, reconnect existing electrical services for exsiting signs and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/2/82 as requested in Mr. Keasey's letter of 10/7/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $1,000 Federal Funds $850.

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CONSTRUCTION SECTION
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NOTED
W. E. SCHWARTZ

14. DATE: 10/18/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10-18-82

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO. Moehring
FOR
Info Inves R/D U.R Sign Act File

10/22

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Ave. – NE 87th Ave. (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 10/8/82 this will confirm the advance approval date of 9/27/82 to proceed with the adjustments to the Bureau of Sanitary Engineering, City of Portland, monitoring station relocation on an actual cost basis estimated to be $4,393 Federal Funds $3,734.

I approve the agreement with the City of Portland Bureau of Sanitary Engineering.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
W. E. SCHWARTZ

14. DATE 10/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

ORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 10-72)

9513

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST[illegible]TION

5-17-72

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/11/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Ave. - NE 39th Ave.

11. GENERAL DESCRIPTION OF WORK
Remove H.O.V. signing and striping beyond limits of project if required and temporay striping.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 8/11/82 as requested in Mr. Keasey's letter of 10/7/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,500 Federal funds $1,275.

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NOTED
W. E. SCHWARTZ

14. DATE 10/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10-15-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/15/82
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union - NE 87th Ave.

11. GENERAL DESCRIPTION OF WORK
Additional utility work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) See below

13. REMARKS

As requested by Mr. Swan's letter of 10/5/82 I approve the additional work of adding a double-check valve on the 2 inch domestic water service by Weston Investment Company in the amount of $368.30 Federal Funds $313.05.

RECEIVED
STATE HWY ENGR
OCT 21 '82
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10/22
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NOTED
W. E. SCHWARTZ

14. DATE 10/15/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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10-15-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/31/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Ave. - NE 39th Ave.

11. GENERAL DESCRIPTION OF WORK
Extraordinary emergency maintenance and traffic incidents during the life of the project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/31/82 as requested in Mr. Keasey's letter of 10/7/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $35,000 Federal Funds $29,750.

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~~NOTED~~
W. E. SCHWARTZ

14. DATE 10/15/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(5)
UMTA OR-23-9001(4)
Banfield Transitway
UPRR Right-of-Way

Date: October ~~8~~ 13, 1982

Reply to Attn of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

It has come to our attention that the necessary entry arrangements have not yet been secured for all work on UPRR property. Your right-of-way certification indicated that clearance would be available prior to award. Your request for concurrence in award made no mention of impending problems. We realize that railroad interaction is complicated on this project, however, the lack of clearance could result in delay claims. Apparently your compressed project development schedule did not allow sufficient time for design and right-of-way functions to maintain their normal quality of work.

Recognizing the political and administrative pressures behind the schedule we do not believe those factors should be allowed to pre-empt a reasonable quality of work. Work on the 21st and 28th avenue structures is now being delayed because there is no executed agreement with UPRR for overhead construction. Please be advised that any additional costs or time extensions attributable to delays in right-of-way availability will not be eligible for reimbursement with Federal funds.

G. K. Hossner
for Dale E. Wilken

cc:
UMTA Seattle (P Lavine)
Tri-Met Portland (D MacDonald)
ODOT Portland (R Sandmann)
ODOT Salem (B Boyd)

Ed - I have attached an explanation from Rod Henry. I believe everything is now clear. I don't know if a response is necessary.

Fredrickson

orig 10/13

RECEIVED
STATE HWY ENGR
OCT 12 '82
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: Pat Schwartz, Assistant
State Highway Engineer

DATE: October 13, 1982

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 49425 - U.P.R.R.
Banfield Transitway Section
Columbia River Highway
Multnomah County
FAP No. IX-68(2)

A letter from the Federal Highway Administration dated October 8, 1982, indicates that the Banfield Project was awarded for contract without sufficient right-of-way clearance. Work on the 21st and 28th Avenue structures was delayed because the State did not have proper permits to proceed with construction.

The acquisition of the right-of-way for this project required complex negotiations with the Railroad that took several years to complete. Besides acquiring an easement parallel to the U.P.R.R. main line, it was also necessary to acquire several overcrossing permits for permanent and temporary structures.

An agreement was reached with U.P.R.R. on September 15, 1980, that outlined procedures for acquiring necessary right-of-way. The agreement called for complex cost estimates and appraisals to determine just compensation for the taking from the Railroad. The State and the Railroad were able to reach an agreement in June of 1982, but the final deed and easement forms could not be processed by the Railroad in time to meet the contract.

In order to proceed with the contract on schedule the Railroad issued a permit of entry on June 25, 1982 and the State paid the Railroad $6,625,721. On the basis of the permit of entry we certified that the project was clear for construction. We assumed that the permit of entry authorized the State to proceed with all phases of construction on Railroad property.

All documents covering the main line easement and the permits for overcrossing structures were presented to the Railroad before the contract was awarded. The Railroad was not able to process the documents in a timely manner and the easement for the main line right-of-way has still not been received. The permits for the detour overcrossing structures were finally received on October 11 and were approved by Mr. Coulter on October 12, 1982.

Contains Recycled Materials

During the week of August 18 we were informed that the Railroad would not authorize the contractor to proceed with construction of the overpass structures even though they had issued a permit of entry for the project. It was their understanding that the permit only covered the main line right-of-way and that the overpass structures were a seperate issue. This was obviously a misunderstanding between the parties.

Because of the complex nature of the negotiations on this file it is difficult to determine the chain of events that led to this misunderstanding. However, we now have the necessary permit from the Railroad to proceed with all phases of construction.

RH:jr

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

May 12, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

DE Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River Hwy. (Banfield) Mult. Co.
Federal-Aid Project No. IX-68(5)

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above mentioned project.

We are planning to advertise this project on May 14, 1982 for a June 24, 1982 bid opening date with a five week plus advertising period.

The State, City or County has legal and physical possession, or has the right to occupy and use all right of way except for file 49425, Union Pacific Railroad; at this point we wish to refer you to the attached Right-of-Way Certification that explains the present status of our negotiations with the Railroad.

We feel it is in the public interest to proceed with the first phase of the long awaited light rail transit system. The Railroad easement will be in-hand prior to award, consequently the right-of-way will then be clear.

DAR:bkc

Form 734-3122

CON

STATE OF OREGON **INTERОFFICE MEMO**

TO: D. H. Moehring, PE
Program Management Engineer

DATE: May 12, 1982 8226 Senator Monroe
238-[redacted]
Sandmann

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 24, 1982

Federal-aid Project No. FAI-X IX-68(5) Highway No. 0002

Federal-aid Project Name N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River (Banfield), Multnomah Co.

I certify that to the best of my knowledge the following statements are correct with regard to the right of way and relocation for this project:

Right of Way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

The above statements are true except for File 49425 Union Pacific Railraod... The Right of Way negotiations on this file have not been completed, however, the Union Pacific Railroad has agreed to accept the State's offer for the real estate and is now processing a deed. The final negotiations on the cost to cure estimate are now being completed and it is anticipated that an agreement will be reached with the Union Pacific Railraod by June 24, 1982. The State should be allowed to advertise the project with the understanding that the contract will not be awarded until the State has legal and physical possession of the right-of-way under the Union Pacific File.

RH:jr

Paid 4+ million

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

STATE OF OREGON
RAILROAD & UTILITIES

INTEROFFICE MEMO
ROW 18-2

TO: ✓D. H. Moehring
Program Management Engineer

DATE: May 10, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Railroad Status Report
June 24, 1982 Bid Letting

The status of negotiations with railroads on Federal aid projects on the June 24, 1982 Bid Letting are as follows:

NE UNION AVENUE-NE 39TH AVENUE, COLUMBIA RIVER HIGHWAY (BANFIELD TRANSITWAY), MULTNOMAH COUNTY

The right of way required from the Union Pacific Railroad is being handled by Right of Way Administration. This includes the cost of the easements and the cost to cure. The only construction work that the Union Pacific Railroad will have to do as a part of this project is the burying of their signal and communication lines through areas where we will have temporary detours. They have ordered the necessary material. We have applied for a sewer line permit throughout the length of the job which is progressing satisfactorily. Railroad protective costs for the Union Pacific Railroad Co. are estimated to be $88,000 and those for the Southern Pacific Transportation Co. are estimated to be $1950. Our contractor will be required to carry railroad insurance for both railroad companies.

It does not appear that the Railroad's involvement will cause any delay to the letting of this project.

I certify to the best of my knowledge that these statements are correct in regard to the railroad negotiations on this project.

RDT/llr
cc: J. H. Versteeg
D. E. Swan (2)
Jack Sullivan
E. L. Johnsen

LICENSEE'S COUNTERPART

AGREEMENT permitting entry onto
Railroad's right of way to prepare
site for highway and light rail transit
facilities between MP ~~0.68~~ 1.46 and MP ~~5.44~~ 6.00
East Portland to Montavilla,
Multnomah County, Oregon
PLD 9001-32-6.1

Dept. No. 14544-5

THIS AGREEMENT is made this 25 day of June, 1982, by and between the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee, UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter jointly called "Railroad"), and the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION (hereinafter called "Licensee").

IT IS AGREED as follows:

RECITALS:

Licensee is constructing a light rail transit line and is improving the Banfield Freeway in Sullivan's Gulch adjacent to Railroad's Main Line. By agreement dated September 15, 1980 between Licensee and Union Pacific Railroad Company, Union Pacific Railroad Company will convey to Licensee easements accommodating Licensee's projects and will relinquish to Licensee certain easements acquired previously from Licensee. The parties have agreed on a total payment to Railroad by Licensee of $6,625,721.00 for such conveyance and relinquishment.

Pending such conveyance and relinquishment, Licensee desires to enter onto and take possession of such easement areas to commence work on its project. Railroad is willing to grant right of entry to such areas to Licensee on the terms and conditions stated herein.

Section 1. RIGHT OF ENTRY GRANTED.

(a) The Railroad hereby grants Licensee the right, during the term hereinafter stated and upon and subject to each and all of the terms, provisions and conditions herein contained, to enter upon and to perform work upon those portions of its Gulch Main Line right of way between MP ~~0.68~~ 1.46 and MP ~~5.44~~ 6.00, East Portland to Montavilla, in Multnomah County, Oregon, identified by the symbols Ⓟ and Ⓔ on Sheets 1-7 of the print dated June 18, 1982, marked Exhibit "A", attached hereto and by this reference made a part hereof, in order to:

1) clear and grade the subject right of way, and

2) construct facilities for highway and light rail transit purposes,

in conjunction with Licensee's construction of its Banfield Transitway Project described in the agreement of September 15, 1980. It is understood the right of way areas identified by the symbols Ⓟ and Ⓔ are approximate only and are subject to correction and adjustment as necessary by Railroad's Chief Engineer.

(b) Licensee hereby agrees that in Licensee's use and occupancy of the Railroad's property as herein permitted, Licensee shall not:

1) move any of Licensee's equipment across the Railroad's tracks except at established public crossings thereof,

2) remove or modify any Railroad facilities or equipment without prior approval of the Railroad's Chief Engineer,

3) construct any permanent facilities without prior approval of the Railroad's Chief Engineer,

4) allow any men or equipment to work within 21 feet of the centerline of any track without prior approval of the Railroad's Chief Engineer notwithstanding such work area may be within a portion of the right of way identified by symbols Ⓟ and Ⓔ.

(c) Any construction work by Licensee on Railroad's right of way with respect to overcrossings and storm sewers shall be governed by the agreements between Railroad and Licensee providing specifically for such construction and not by this right of entry.

(d) The right hereby granted is subject and subordinate to the Railroad's use of the Railroad's property for railroad and incidental purposes, and is subject to any and all encumbrances and rights (whether public or private), irrespective of whether or not they are recorded, existing at the time of granting said right, and also to any and all extensions and renewals of said existing encumbrances and rights. Licensee shall not damage, destroy or interfere with the property or rights of nonparties in, upon or relating to the Railroad's said property, unless Licensee, at Licensee's own expense, settles with and obtains releases from such nonparties on mutually satisfactory terms.

(e) Said right is granted only insofar as the Railroad lawfully may grant the same, and the Railroad makes no covenant or warranty of title, for quiet possession or against encumbrances. Said right includes only the Railroad's property identified in paragraph (a) of this section, and no other property; and Licensee, by virtue of this grant, shall not encroach upon, occupy or use any other property of the Railroad. Licensee's use of said property shall be subject to the safety and performance of work provisions set forth in Section 2 of this agreement.

(f) The Railroad grants to Licensee only the right for the purpose aforesaid, and no interest in land or estate. Licensee shall not use or permit use of said property or any part thereof for any other purpose. No nonparty shall be admitted by Licensee to use or occupy any part of the Railroad's property for any purpose except as specifically provided for herein without the Railroad's written consent.

(g) Upon delivery of this right of entry to Licensee, Licensee shall pay to Union Pacific Railroad Company the sum of $6,625,721.00, by one or more approved vouchers or drafts, representing the following individual amounts:

1) fair market value of the right of way areas identified by symbols Ⓟ and Ⓔ – $1,194,600.

2) severance damage to remainder of Railroad's right of way – $5,431,121.

Such payment shall be considered advance payment for Union Pacific Railroad Company's conveyance and relinquishment of right of way easements provided for in the agreement of September 15, 1980, and not a payment for this right of entry. Subject to the necessity to make minor revisions to the easement areas and to adjust the fair market value payment accordingly, further payment by Licensee shall not be required upon actual conveyance or relinquishment of such easements.

Section 2. SAFETY AND PERFORMANCE OF WORK.

(a) All work by or on behalf of Licensee on the Railroad's property shall be performed by Licensee at Licensee's own expense and without expense to the Railroad, and shall be performed by Licensee's own personnel or its licensed contractors.

(b) Licensee shall perform all work in such manner as not to endanger, interfere with, interrupt or delay the Railroad's operations, nor damage the Railroad's property, nor cause injuries to or death of persons or damage to or loss or destruction of property of the Railroad.

(c) Licensee shall exercise due care to prevent injuries to or death of persons and damage to or destruction of property for the safety of whom or of which the Railroad may be responsible, and damage to or destruction or property of the Railroad. Licensee shall and does assume all risk of damage to Licensee's own property and injury to Licensee's own personnel, resulting from or incidental to the prosecution of said work or from the presence of Licensee's property and personnel upon or about the Railroad's property.

(d) In performing said work on or in the vicinity of the Railroad's property, Licensee shall exercise special care not to cause or create instability of rock, earth or other material, or cause slides of falling rock, earth or debris, nor to damage, obstruct or interfere with drainage, whether natural or artificial.

(e) The Railroad, at the expense of Licensee, which expense Licensee agrees to pay promptly upon receipt of bill or bills therefor, may furnish and station such flagman or flagmen as in the Railroad's judgment may be necessary or expedient to protect the Railroad's property and operations at the site of all such work by Licensee near any track of the Railroad. Licensee shall not perform any work in the vicinity of any track or tracks where the Railroad has determined a flagman or flagmen should be stationed, unless such flagman or flagmen are present.

Section 3. CLAIMS AND LIENS FOR LABOR AND MATERIAL.

Licensee shall not permit or suffer any mechanic's or materialman's lien of any kind or nature to be enforced against the Railroad's property for any work done or materials furnished thereon at the instance or request or on behalf of Licensee.

Section 4. COMPLIANCE WITH LEGAL REQUIREMENTS.

Licensee, in performing the work, shall observe and comply with all applicable federal, state and municipal and other laws, ordinances, rules and regulations, and shall apply for and obtain any and all public authority, permission and licenses necessary therefor. Licensee shall indemnify and hold harmless the Railroad insofar as Licensee may lawfully do so in accord with Article XI, Section 7, of the Oregon Constitution and by the Oregon Tort Claims Act from and against any loss, cost, damage and expense, liabilities, penalties, claims and forfeitures resulting from any failure of Licensee to comply with the provisions of this section, or to comply with the requirements of any public authority, license or permission obtained as aforesaid.

Section 5. ASSUMPTION OF RISK: INDEMNIFICATION.

Licensee's use and occupancy of the Railroad's right of way is at Licensee's own risk, and Licensee agrees to and does assume all risks thereof and incidental thereto, including, without limitation, risks, incident to the Railroad's train operations within the right of way. Licensee acknowledges that Licensee's use of the Railroad's right of way permitted hereunder will subject the Railroad's property and operations to additional hazards and liability; and as a material consideration for this license, Licensee, insofar as Licensee lawfully may do so, in accord with Article XI, Section 7, of the Oregon Constitution and by the Oregon Tort Claims Act, shall indemnify and hold harmless the Railroad and other railroad companies which use the property of the Railroad, their officers, agents and employees, against and from any and all loss, damages, claims, demands, actions, causes of action, costs and expense of whatsoever nature which may result from injury to or death of persons whomsoever or from loss of or damage to property whatsoever (including damage to the roadbed, tracks, equipment or other property of the Railroad and such other railroad companies) when such injury, death, loss or damage is due to or arises in connection with or as a result of the use of the Railroad's right of way by Licensee or the agents or employees of Licensee, or by others with the consent of Licensee, or by equipment on the right of way with the consent of Licensee, or the breach of any covenant or obligation assumed by or imposed on Licensee pursuant to this agreement, or for failure of Licensee to promptly and fully do any act or work for which Licensee is responsible pursuant to this agreement.

Section 6. LIABILITY INSURANCE.

Before entering upon Railroad's right of way, Licensee shall provide to Railroad the original and one copy of a Railroad Protective Liability Insurance Policy naming the Railroad as insured and covering all activities of Licensee, its contractors, subcontractors, and agents, licensed and permitted by this agreement, with limits as specified in the Federal Highway Program Manual then in effect but in no case less than $2 million per occurrence/$6 million aggregate. Such policy shall remain in force until this agreement is terminated.

In addition, Licensee and each contractor and subcontractor working on the right of way shall provide to Railroad a certificate verifying that a standard Contractor's General Liability Insurance Policy with broad Form Endorsement with at least $2 million combined single limit coverage and annual aggregate is effective with respect to Licensee and each such contractor or subcontractor. Such certificate shall provide that the policies covered thereon shall not be cancelled or modified without thirty (30) days prior written notice to Railroad.

Section 7. TERMINATION ON BREACH AND WAIVER OF BREACH.

It is agreed that the breach of any covenant, stipulation or condition herein contained to be kept and performed by Licensee shall, at the option of the Railroad, forthwith work a termination of this agreement and all rights of Licensee hereunder. A waiver by the Railroad of a breach by Licensee of any covenant or condition of this agreement shall not impair the right of the Railroad to avail the Railroad of any subsequent breach thereof.

Section 8. DEFAULT.

If Licensee shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroad, in addition to any other rights and remedies the Railroad may have, may perform any work which in the judgment of the Railroad is necessary to place the Railroad's property in such condition as will not menace, endanger or interfere with the Railroad's facilities or operations or jeopardize the Railroad's employees; and Licensee will reimburse the Railroad for the expense thereof.

Section 9. EFFECTIVE PERIOD; TERMINATION.

Unless sooner terminated, this agreement shall be effective until conveyance and relinquishment of the easement areas by Railroad to Licensee as provided for in the agreement of September 15, 1980.

Section 10. SUCCESSORS AND ASSIGNS.

This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns, but Licensee shall not assign this agreement or any right hereunder without the written consent of the Railroad.---------------------------------------

Section 11. AUTHORITY FOR EXECUTION BY STATE.

The Oregon Transportation Commission by a duly adopted delegation order authorized its Chairman or Vice-Chairman to act in its behalf in accepting acquisition transactions. Acceptance was given for this transaction on June 21, 1982 by Vice-Chairman Tom Walsh, which acceptance is on file in Commission records. The execution hereof by the Right of Way Manager is pursuant to delegations of authority from the Commission and the State Highway Engineer to complete the accepted transaction on behalf of the Commission.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed, in duplicate, as of the day and year first herein written.

OREGON-WASHINGTON RAILROAD
& NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY

Attest:
D. D. Tippery
Assistant Secretary

By
Vice President

STATE OF OREGON, by and
through its DEPARTMENT OF
TRANSPORTATION, HIGHWAY
DIVISION

Approved as to legal
sufficiency:
Dale K. Hormann
Assistant Attorney
General

By J B Boyd
Right of Way Manager
6/25/82

RECEIVED
TECHNICAL SERVICES
OCT 11 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 18-4

October 8, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Program Control Engineer

SUBJECT: Sanitary Sewer Level Monitoring Station Relocation
Bureau of Sanitary Engineering
City of Portland
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust the City of Portland Bureau of Sanitary Engineering's sewer level monitoring station dated September 16, 1982, which is in conflict with storm sewer construction at N.E. 16th Avenue.

A certification prepared by Gary Kennen as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Bureau of Sanitary Engineering was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau of Sanitary Engineer's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 27, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,393.

JMC/DES/llr
Enclosure
cc: E. S. Hunter, J. M. Cartwright, Gary Kennen

1513

ROW 18-4

October 5, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan DE Swan
Program Control Engineer

SUBJECT: Water Service Facilities Relocation
Bureau of Water Works, City of Portland
and Weston Investment Co.
Doernbecker Access Road
N.E. Union Ave.-N.E. 87th Ave. Section
Columbia River Highway (Banfield Transitway)
Multnomah County
UMTA Project No. OR-23-9001 (IX-68(4))

RECEIVED
TECHNICAL SERVICES
OCT 8 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Reference is made to my letter of August 31, 1982 which transmitted an estimate and sketch prepared by the Bureau of Water Works for alteration of the water service in Doernbecker Access Road which serves Weston Investment Company's property and buildings. Also transmitted was a plan, correspondence and low bid submitted by Weston Investment Co. for revisions of water service facilities on the Company's property.

The work to be done on Weston Investment Company's facilities was submitted and approved on a lump sum cost basis in the amount of $24,430.

After the submission of Weston Investment Company's proposal of a Lump Sum payment for the low bid cost of $24,430. the Company was advised by the Bureau of Water Works that a double-check valve assembly must be installed on the new 2-inch domestic water service. The valve assembly was obtained from Water Metrics Co. and installed at a total additional cost of $368.30. A copy of the Bureau's letter of September 2, 1982 setting forth the double-check valve requirement and Water Metric Company's invoice (with labor and materials added) are attached.

Your approval of a revised Lump Sum agreement with Weston Investment Company and Federal participation in the revised Lump Sum cost of $24,798.30 is requested.

JMC/DES/llr
cc: E. S. Hunter
J. M. Cartwright
Gary Kennen

7513

10-4-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/11/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION: NE Union Ave. - NE 87th Ave. (Portland)

11. GENERAL DESCRIPTION OF WORK Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's letter of 9/8/82 this will confirm the advance approval date of 6/11/82 to proceed with the actual adjustments by the City of Portland Bureau of Water Works Water Main relocation for the NE 28th Ave. undercrossing on an actual cost basis estimated to be $46,715 Federal Funds $39,708.

I approve the agreement with the City of Portland Bureau of Water Works and authorize the work above under the provisons of the Memorandum of Understanding with UMTA.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 8 '82
REFER TO
[illegible]
FOR
Info | Inve | R/D | D R | Sign | Act

14. DATE 10/4/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7513

10-4-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/13/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Ave. - NE 87th Ave. (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 9/13/82 this will confirm the advance approval date of 9/13/82 to proceed with the actual adjustments by the City of Portland Bureau of Water Work's for the 16" water main relocation at NE 16th Ave. storm sewer on an actual cost basis estimated at a TEC of $5,377 Federal Funds $4,570.

I approve the agreement with the City of Portland Bureau of Water Works.

Approval and particiaption for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 8 '82
REFER TO [illegible]
FOR

14. DATE 10/4/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PP-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L

STATE COPY

rn

cc: UMTA, Rick Ramon, Seattle
Tri-Met, Portland, Don MacDonald
✓ODOT, H. S. Coulter, Salem
ODOT, Sandmann, Portland
ODOT, Harwood, Milwaukie
ODOT, Barnhart, Portland

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

DATE OF INSPECTION 9/28/82	INSPECTION MADE BY C. T. Christianson, Area Engineer	PROJECT NO. TX-68(5) UMTA OR-23-9001(4)

IN COMPANY WITH
Paul Barnhart, Resident Engineer, OSHD

LOCATION
Banfield Freeway (Columbia River Highway) between Union Ave. & 39th Ave.
City of Portland

CONTRACTOR NAME AND ADDRESS
S. J. Groves & Sons, Inc., Bellevue, Washington

AWARD DATE 7/8/82	CONTRACT AMOUNT $27,581,766	TIME ALLOWED 850 CD	TIME STARTED 7/20/82	WORK STARTED 7/20/8
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 8%	WORK COMPLETED 1%	

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO
FOR
Info | Inves | R/D | O.R | Sign | Act | File

NOTED
W. E. SCHWARTZ

REMARKS

BANFIELD TRANSITWAY

Grading, Paving, Structures, Signing

Illumination & Signals

The purpose of this inspection was to observe initial construction operations and discuss issues that could result in significant delays or added costs.

Work in progress included trunk storm sewer installation near Sta 1038 and tunneling under the SPRR. Excavation has started on the 39th off-ramp. Excavation has been halted for several weeks at the 33rd Avenue off-ramp due to a conflict with PGE utility poles. The 28th Avenue structure has been closed and piling installed for the south end of the 21st Avenue detour structure.

Due to a design error it will be necessary to change the class of pipe and bedding for the trunk line sewer to withstand the load of retaining walls. It appears that the compressed schedule for this project did not allow sufficient time for a well coordinated design process. Most of the added cost would have been included in the contract if the added structural features had been specified; however, it would then have been competitively bid. The cost of this change is expected to be $225,000.

Because of current interest in cosmetic changes to the bridge railing on some structures the contractor has been asked to not order railing materials until further notice. I expect this "hold" to be short term. A delay claim will not be considered eligible for Federal funding. Any change must meet AASHTO structural requirements and will be evaluated regarding the extent of eligibility for Federal participation in the increased cost.

There have been no significant infringements on traffic to date but control measures are being implemented as needed. The State has adequate experienced engineering personnel assigned to this project.

4513

ROW 18-4

September 13, 1982

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

for J L Gaither

FROM: D. E. Swan
Program Control Engineer

SUBJECT: 16" Water Main Relocation
Bureau of Water Works, City of Portland
N.E. 16th Ave. @ 42" Storm Sewer
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works, City of Portland facilities dated September 1, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau of Water Works' rights in the land occupied by their facilities is in our files.

Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 13, 1982 under provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,377. Funding: FHWA 85%; State 15%.

JMC/DES/llr
Enclosure
cc: E. S. Hunter, J. M. Cartwright, Gary Kennen

ROW 18-4

September 13, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
16" Water Main Relocation
Bureau of Water Works, City of Portland
N.E. 16th Ave. @ 42" Storm Sewer
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for the Bureau of Water Works, City of Portland (BWW) to proceed with the relocation of their 16-inch water main in conflict with the construction of a 42-inch storm sewer as of September 13, 1982 is requested. An estimate of cost has been received from BWW in the amount of $5,377. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

RECEIVED
TECHNICAL SERVICES
SEP 15 '82
REFER TO
FOR
Info

Advanced authorization date of
September 13, 1982 is approved

C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Gary Kennen
Pete Gonzalez

RECEIVED
SEP 1[illegible] 1982
RR & UTILITY UNIT

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE See below

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION

NE Union Avenue - NE 87th Avenue Portland

11. GENERAL DESCRIPTION OF WORK

To revise PR-1240 for Utility Adjustment required at Dornbecker access road

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION—ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 8/31/82 this will confirm the advance approval date of 8/30/82 to revise my PR-1240 (Letter of Approval and/or Authorization) with authorization date of 7/6/82 for the City of Portland, Bureau of Water Works as follows:

1. City of Portland, Bureau of Water Works is authorized to proceed with the conversion of a 10 inch water service to a fire line and install a 2 inch domestic water service for the Dornbecker facility reimbursement on an actual cost basis estimated to be $9,376.00 Federal Funds $7,969.60 is approved.

2. In view of the above there remains required plumbing alterations to the Weston Investment Company property changing water service from a 10 inch line to a 2 inch line. Since the City of Portland, Bureau of Water Works and the OSHD are not staffed and equipped to perform the required plumbing I concur that it is in the public interest for Weston Investment Company to perform this work by the contract method. I approve the low bid from Weston Management Corporation for a lump sum amount of $24,430 Federal Funds $20,765.50 effective upon their acceptance of OSHD's letter of 8/31/82.

3. Total estimated cost for the revised authorization is $33,806 Federal Funds $28,735.10. (Decrease original obligation TEC $3,575 Federal Funds $3,038.90)

RECEIVED
STATE HWY ENGR

State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: See below

8. FEDERAL ROUTE NUMBER: Primary 68

9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue Portland

11. GENERAL DESCRIPTION OF WORK

To revise PR-1240 for Utility Adjustment required at Dornbecker access road

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 8/31/82 this will confirm the advance approval date of 8/30/82 to revise my PR-1240 (Letter of Approval and/or Authorization) with authorization date of 7/6/82 for the City of Portland, Bureau of Water Works as follows:

1. City of Portland, Bureau of Water Works is authorized to proceed with the conversion of a 10 inch water service to a fire line and install a 2 inch domestic water service for the Dornbecker facility reimbursement on an actual cost basis estimated to be $9,376.00 Federal Funds $7,969.60 is approved.

2. In view of the above there remains required plumbing alterations to the Weston Investment Company property changing water service from a 10 inch line to a 2 inch line. Since the City of Portland, Bureau of Water Works and the OSHD are not staffed and equipped to perform the required plumbing I concur that it is in the public interest for Weston Investment Company to perform this work by the contract method. I approve the low bid from Weston Management Corporation for a lump sum amount of $24,430 Federal Funds $20,765.50 effective upon their acceptance of OSHD's letter of 8/31/82.

3. Total estimated cost for the revised authorization is $33,806 Federal Funds $28,735.10. (Decrease original obligation TEC $3,575 Federal Funds $3,038.90)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 16 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE: 9/10/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7513

ROW 18-2

September 9, 1982

Mr. R. A. Engelbert
Southern Pacific Transportation
  Company
324 Union Station
Portland, OR 97209

N.E. Union Avenue - N.E. 39th Avenue
  Section
Columbia River Highway (Banfield)
Multnomah County
ROW File 49425

RAILROAD COMPANIES
FILE No. 11

ATTN: LeRoy Hummel

Attached is the fully-executed agreement for Deed 61902 which covers construction of a 48-inch storm sewer related to the subject project. Also attached, is a voucher which should be signed and returned to me, after which, I will arrange for payment.

Thanks for your help in this matter.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachment
bc: Robert Gormsen - w/copy (original)
    J. B. Boyd - w/copy
    E. L. Hardt - w/copy
    R. A. Sandmann - w/copy
    Paul Barnhart -w/copy
    D. E. Swan - w/copy

1512

ROW 18-4

September 8, 1982

RECEIVED
TECHNICAL SERVICES
SEP 9 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

H

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Water Main Relocation
Bureau of Water Works
City of Portland
N.E. 28th Avenue Undercrossing
N.E. Union Avenue-N.E. 87th Avenue Utility Proj.
Columbia River Highway (Banfield Transitway)
Multnomah County
UMTA Project #OR-23-9001 (IX-68(4))

Here is a copy of an estimate of cost to adjust Bureau of Water Works facilities dated May 28, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will beno betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 11, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $46,715.

JMC/DES/llr
Enclosure
cc: E. S. Hunter, J. M. Cartwright, Gary Kennen

4513

2

NOTED
E. S. HUNTER

ROW 18-4

August 31, 1982

Mr. Joseph E. Weston
Weston Investment Co.
P.O. Box 12127
Portland, Oregon 97212

Water Service & Vault Adjustment
"Doernbecker" Access Road
N.E. Union Ave.-N.E. 87th Ave. Sec.
Columbia River (Banfield Transitway)
Highway
Multnomah County
UMTA Project No. OR-23-9001 (IX-68(4))

Dear Mr. Weston:

The Oregon State Highway Division recently let a contract for the reconstruction of the Columbia River Highway and construction of the Banfield Light Rail roadbed between N.E. Union Avenue and N.E. 39th Avenue. It was found that a water meter and vault located in the "Doernbecker" access road conflicted with the proposed construction. The water meter and vault is a part of a 10-inch industrial water service to Weston Investment Co. (WIC) property. The conflicting water meter and vault are owned by the Bureau of Water Works, City of Portland and are located on City street right of way, therefore, the cost of relocation is reimbursable.

An exchange of correspondence between you and Gary Kennen, Metropolitan Utility Specialist has set forth the following:

1. A 10-inch industrial water service is not required to serve WIC property.
2. A 2-inch water service is sufficient to supply the water requirements for WIC property.
3. Uninterrupted access to WIC property is required and the installation of the 2-inch service will cause the least disruption.
4. The installation of a 2-inch water service will require certain plumbing alterations on WIC property.

RECEIVED
TECHNICAL SERVICES
AUG 31 '82
REFER TO
FOR
Info Inves R/D D R Sign Act

5. The installation of a 2-inch water service and required plumbing alterations is less costly than relocation of the 10-inch service.

The estimate, in the amount of $9,376, and drawing for the conversion of the 10-inch water service to a fire line and the installation of a 2-inch domestic water service has been reviewed by the State and found to be acceptable. A copy of the estimate and sketch are attached.

The bids submitted by the Fullman Company Management Corporation (WMC) and Weston for the plumbing alterations to WIC property, as set forth on WIC's drawing dated August 23, 1982, have been reviewed and the State finds that WMC, at $24,430, is the apparent low bidder.

The State agrees that the conversion of the 10-inch water service to a fire line, the installation of a 2-inch domestic water service and the proposed alteration of WIC plumbing is the most economical method of eliminating the conflict between the existing vault and highway construction.

The State will pay the Bureau of Water Works the actual costs incurred to convert the existing 10-inch service to a fire line and install a 2-inch domestic water service.

The State will pay Weston Investment Company the Lump Sum amount of $24,430 to make any and all plumbing alterations required to provide water distribution to its property from a 2-inch water service. Payment of the $24,430 to Weston Investment Company will satisfy all present and future claims by WIC related to and resulting from the changing from a 10-inch industrial water service to a 2-inch domestic water service.

If the terms set forth above for the adjustment of water facilities, located in the "Doernbecker" access road, serving WIC property are acceptable, please sign in the space provided below and return one copy of the letter to this office.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

The terms set forth above are acceptable:
WESTON INVESTMENT COMPANY

____

bc: C. T. Christianson
E. S. Hunter
D. E. Swan
R. A. Sandman
Gary Kennen

ROW 18-4

August 31, 1982

RECEIVED
TECHNICAL SERVICES
SEP 1 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Water Facilities Relocation
Bureau of Water Works, City of Portland
and Weston Investment Co.
Doernbecker Access Road
N.E. Union Ave.-N.E. 87th Ave. Section
Columbia River Highway (Banfield Transitway)
Multnomah County
UMTA Project No. OR-23-9001 (IX-68(4))

Reference is made to my letter of July 6, 1982 which transmitted an estimate and sketch, prepared by the Bureau of Water Works, for the relocation of the water meter and vault located in the "Doernbecker" access road. Reference is also made to your Letter of Approval and/or Authorization (PR-1240) dated July 13, 1982 which approved the relocation agreement. A copy of my letter and your PR-1240 are attached.

After the above referenced exchange, the State Highway Division was contacted by Weston Investment Company (WIC) (present owner of the old Doernbecker plant complex) and advised that a replacement of the existing 10-inch industrial water service was not required. WIC further advised that a 2-inch domestic water service would be sufficient to supply their water requirements if certain modifications were made to the internal plumbing on WIC's property.

Preliminary estimates were requested from the Bureau of Water Works and WIC to determine whether or not there was an economic benefit to installing a 2-inch service. It was found that there was a benefit.

The Bureau of Water Works was requested to prepare an estimate of cost for the installation of a 2-inch domestic water service and related work. An estimate and sketch for the 2-inch service and conversion of the 10-inch service to a fire line has been received and is being forwarded for your approval. The estimated cost is $9,376.

Neither the State Highway Division or the Bureau of Water Works wished to make the required plumbing changes on WIC property. WIC was asked to prepare a plan and solicit bids for the plumbing work. WIC has received two written bids for the plumbing work. A bid was received from Fullman Company in the amount of $28,707. A bid was received from Weston Management Corporation, a subsidiary of WIC, in the amount of $24,430. The State will concur in award to Weston Management Corp. Copies of correspondence, plan and bids are attached.

A letter agreement of understanding is being sent to WIC which sets forth each parties responsibilities and eliminates any future liabilities against the State due to the change in water service. A copy of the letter is attached.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project. There will be no betterment derived from the proposed adjustment.

It is the State's intent to pay the Bureau of Water Works the actual cost of installing the 2-inch water service and related work, estimated to be $9,376. It is the State's intent to pay WIC the Lump Sum amount of $24,430 for any and all revision to their plumbing required by the installation of the 2-inch water service. The total estimate cost to the State is $33,806, a saving of $3,575 of the estimated cost of $37,381 to relocate the 10-inch water service.

Your approval of the revised actual cost/lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 30, 1982 under the provisions of PPM 30-4 is requested.

JMC/DES/llr
Attachments
cc: E. S. Hunter
R. A. Sandmann
Jack M. Cartwright
Gary Kennen
Ken Johnson

-7513

ROW 18-4

August 30, 1982

NOTED
E S HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
TECHNICAL SERVICES
SEP 2 '82
REFER TO
FOR
Info Inves R/D [illegible] Sign Act File

SUBJECT: Federal Participation Eligibility Date
Water Meter & Vault Adjustment
Bureau of Water Works, City of Portland
and Weston Investment Co.
N.E. Union Avenue - N.E. 87th Avenue Section
Columbia River (Banfield Transitway) Highway
Multnomah County
UMTA Project No. OR-23-9001 (IX-68(4))

Confirmation of your verbal authorization for the Bureau of Water Works and Weston Investment Co. to proceed with the relocation of the water service to Weston Investment Company's buildings (old Doernbecker plant) which is in conflict with the reconstruction of the "Doernbecker" access road as of August 30, 1982 is requested. An estimate of cost has been received from the Bureau and Weston in the amount of $33,404. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. A letter agreement of understanding to Weston is being prepared to clarify the State's obligations and limits of future responsibility. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 30, 1982 is approved

C T Christianson
C. T. Christianson, Area Engineer

RECEIVED
1982
R/W UTILITY UNIT

JMC/llr
cc: E. S. Hunter
D. E. Swan
R. A. Sandmann
Gary Kennen
Ken Johnson

7513

I-7

HARLAN E. BAXTER & ASSOCIATES, INC.
MANUFACTURERS REPRESENTATIVE
TRAFFIC SIGNAL SYSTEMS

P.O. BOX 6453
BELLEVUE, WASHINGTON 98007
(206) 454-4079

July 26, 1982

S. J. Groves & Sons, Co.
2255 116th Ave. N. E.
Bellevue, Wa. 98004

Attn: Mr. Dave Malutich

Re: State of Oregon
~~N. E. Union Ave. - N. E. 39th Ave.~~
~~Signing, Illumination, Signals~~

Substitution approved
8/12/82 [illegible]

Dear Mr. Malutich:

You will find enclosed six copies of Winko-Matic Company Bulletin #PCM-300 covering the Portable Changeable Message Sign we propose to supply your company for the above subject job.

Also, following up on our telephone conversation the terms of sale are payment on delivery of equipment in Portland, Oregon, by cashier's, certified, or managers check.

Delivery: 30 - 60 days after approval of submittals.

Sincerely yours,

HARLAN E. BAXTER & ASSOCIATES, INC.

Harlan E. Baxter

HARLAN E. BAXTER

HEB:jk
Encls.

REFERRED TO
Beard DIB Stoudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leo
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

RECEIVED
1982
PAUL R. BARNHART
Resident Engineer

Anderson
Adonis
Sullivan
RECEIVED
1982
ROAD DESIGN
SECTION

PCM-300

Sign faces traffic when being pulled down the highway.
Sign extension to seven feet above ground. Just press the button on the keyboard to go up or down.
CAUTION
VEHICLE
CROSSING
Travel trailer lights.
for stability.
Welded steel frame.

[illegible] TO MEET [illegible] SPEC

Gen III PCMS

A. The Gen III PCMS is the most modern 3 line sign available today. It contains all the best attributes of the famous Winko-Matic Gen II including heavy duty construction, flexibility, and legibility. It contains advanced technology enabling it to perform most operating tasks itself. It does not require full time attention.

~~This sign contains a Winko-Matic brand time clock that will automatically operate: sign raise & lower - generator start & stop - matrix sign message selection - chevron format selection - lamp dimming operation - and message flash rate selection.~~

B. Sign messages can be entered into memory via a keyboard entry system located at the sign and by selection of pre-stored messages already in permanent sign memory. The factory will supply up to 99 messages in permanent sign memory with the additional capability of storing another 99 messages via keyboard entry system from the operator. Because of this great flexibility, all traffic control messages including diversionary routes can be stored in the sign itself. Driver information pertaining to construction zones - speed limits - diversion routes - special hazardous roadway conditions - information pertaining to special events - parking areas, etc. can all be displayed in a cyclical manner on the sign face. Up to 6 messages (each message a 3 line display) can be flashed in sequence.

C. PHYSICAL DESCRIPTION

The sign panel consists of 3 lines of lamps configured in a 7 x 40 format, total 280 lamps per line. The lamps are covered by a screen consisting of 17 louvers per vertical inch at a 20° tilt to aid against sun glare. The screen is covered by an expanded metal aluminum mesh for anti-vandal properties. The lamps are sealed beam type, 2" nominal diameter, 24 volt derated to 18 volts to provide 10,000 hours operation. Sign dimensions are 75" high x 94" wide x 8" thick. The bottom of the sign can be raised to a height of 7' above the ground.

The sign is mounted on the trailer using 2 vertical posts which contain roller bearings. The raising mechanism consists of an electric/hydraulic pump, with a manual override attached to the hydraulic lift mechanism.

The trailer consists of heavy gauge 2" x 4" rectangular structural steel tubing. The trailer is rated at 5,000 lbs. capacity and is equipped with Class A trailer lights, 16.5" light truck 8 ply load range D tires, hydraulic 6000 lb. capacity brakes, and a 2" ball hitch. The nominal dimensions of the trailer are 14'2" long x 7'4" wide.

D. The generator is a 12KW Onan #12.ODJC-3CR diesel generator. The generator and two batteries are house in an all aluminum lockable cabinet large enough to provide easy maintenance of equipment. It is vented to provide proper air flow.

E. The controller head is 9" high x 13¼" wide x 11½" deep and the keyboard is pitched at a 105° angle from the base of the control head for ease of operation. The control head contains a 3 line display so that the TOTAL MESSAGE CAN BE DISPLAYED AT ONE TIME AS IT APPEARS ON THE SIGN. The controller display measures 4⅜" high x 6½" wide and contains characters of a minimum ⅛" high for operator legibility. Displaying all three lines at one time allows the operator to see the entire message as it will appear on the sign, BEFORE IT IS TRANSMITTED TO THE SIGN DISPLAY.

WINKO-MATIC SIGNAL COMPANY
659 MILLER ROAD - AVON LAKE, OHIO 44012
(216) 871-3969 (216) 933-2122

F. ELECTRONIC PROPERTIES

The sign system consists of:

- Micro-based controller head
- Control pedestal electrical equipment
- Diesel generator with batteries
- Lamp driver circuit board modules
- Lamp socket circuit board modules

G. The micro-based control head is capable of displaying 3 lines of text at one time for easy operator understanding and it is able to display all messages in PROM memory (maximum of 99) and all messages in keyboard memory (maximum of 99). It also displays flash rate, brightness level, ~~chevron status~~, message status, time of day, event status, and calendar on its liquid crystal display.

The controller head contains a battery back-up system with a 5 year life. All messages and event data are stored in battery even if the controller head is turned off or the sign runs out of fuel. ~~Time of day calculations are powered by the generator auto batteries.~~

~~The time of day clock provides the following flexibility to enable the sign to operate with minimum operator attendance.~~

A. ~~4 events per day - an event is a time slot which contains a series of commands to operate any or all of the sign functions.~~

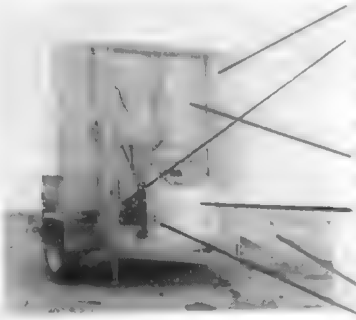
B. ~~5 day programs - a day program is a collection of a maximum of 4 events per day.~~

C. ~~3 weekly programs - a week program is a collection of the operator chosen day programs.~~

D. ~~16 exception days - an exception day is any 24 hour period (day) in which an operator would like to inject a different day program than that which would normally be called for during that week program.~~

The controller head is held down to the pedestal cabinet by two heavy duty all weather draw latches and a shock resistant pad. All cables to the control head are terminated at the back of the head. As an option, the controller can be removed and operated from a truck cab or any remote position.

All PCMS-3 functions, generator start-stop, sign raise-lower, message selection, brightness levels and flash rates can all be OPERATED MANUALLY from the controller head by inhibiting the time clock function through a switch on the control head.



Aluminum frame.

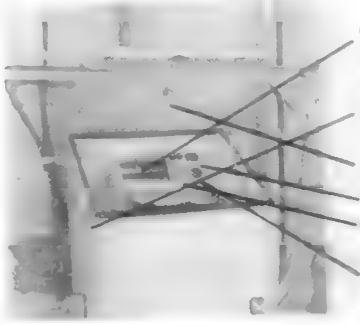
Emergency manual crank to raise or lower sign. Normal operation is to press a (sign lower/raise) key on the keyboard.

~~Optional arrow board or chevron on this side.~~

Locked control cabinet operator faces traffic when programming sign.

Third wheel for stability.

120 VAC convenience outlet.



LCD shows all 3 lines of message current or those the operator is programming.

Locked compartment for keyboard control.

Night light.

Hour meter.

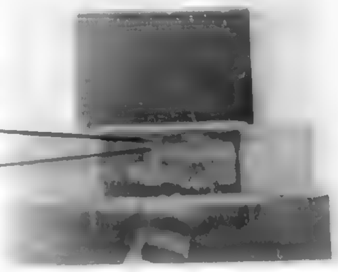
Key switch for authorized personnel.

Fuel gauge.

Individual metal cover screen for each lamp line make lamp replacement fast and easy.

Push lamp in, twist and that's it. Spring loaded socket makes good electrical contact.

Plenty of room to stand to maintain lamps.



Easy to maintain 12 HW diesel generator.

Generator start/stop control. (Also available from keyboard.)

WARRANTY

Winko-Matic provides a one year warranty on parts, against defects of workmanship. We reserve the right to inspect the damaged part. Our warranty covers the cost of replacing or repairing the defective part and includes the cost of freight to the customer. It does not include the cost of labor to replace or install the part. The above covers Winko-Matic manufactured parts only. Warranties from the lamp manufacturer and/or the generator manufacturer (Onan or others) shall be passed on to the customer as received by Winko-Matic. All warranty periods shall start as of the date of Winko-Matic invoice.

75

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA OR-23-9001 (IX-68(4))
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/23/82
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland) (LRT and Banfield)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 6/23/82 I concur in the Award of Contract to the low bidder East Wind in the amount of $41,427 Federal Funds $35,212.95 for work as authorized by my PR-1240 dated 5/24/82 on the NE 28th Avenue Undercrossing water main relocation.

(Increase TEC $427 Federal Funds $362.95)

RECEIVED
STATE HWY ENGR
JUL 19 '82
REFER TO
FOR
Info Inves R/D D.R Sign Act File

14. DATE 7/9/82
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 (IX-68(4))
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/6/82
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 7/6/82 this will confirm that date to proceed with the actual adjustments for the City of Portland, Bureau of Water Works relocation of water line facilities at the Doernbecker Access Road on an actual cost basis estimated to be $37,381 Federal Funds $31,774.

I approve the agreement with City of Portland, Bureau of Water Works and authorize the work above under the provisions of the Memorandum of Understanding with UMTA.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUL 19 '82
REFER TO
FOR
Info R/D

14. DATE 7/13/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

HIGHWAY DIVISION - ODOT LOC 3

F I L E June 30, 1982

/s/ E. S. Hunter

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 1, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 1, 1982 on the following projects:

1. NE Union Avenue-NE 39th Avenue
   Columbia River Highway, Multnomah County
   Grading, Paving and Structures

   Interstate Highway reconstruction. Use of this section by bicycles, pedestrians and slow-moving vehicles is prohibited. Sidewalks will be constructed on some adjacent streets and freeway o'xings where such streets and o'xings are being revised.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(a), which states, "footpaths and trails are not required to be established . . . where the establishment of such paths and trails would be contrary to public safety."

2. Rogue Valley Mall (Medford)
   Crater Lake and Rogue Valley Highways, Jackson County
   Traffic Signals

   Pedestrian signals will be installed

3. Nylund Road-Roaring Creek
   Santiam Highway, Linn County
   Grading, Paving, Structures and Signing

   Intermittent construction, four lane with left-turn median. Primarily eight-foot shoulders on four-lane section and four-foot shoulders on the two-lane section. Eight-foot shoulders on structure.

   Project will be striped and signed with shoulder bikeway designated on eight-foot shoulder section and "BIKES ON ROADWAY" signing on four-foot shoulder sections.

4. Jordan Creek-McNamers Camp
Wilson River Highway, Tillamook County
Grading and Paving

Twelve-foot lanes, a left-turn median section and a climbing lane section, all with four-foot shoulders for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which state, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

1513

ROW 18-4

June 23, 1982

TO: D. E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Program Control Engineer

NOTED
E. S. HUNTER

SUBJECT: 36-inch Water Main Relocation Contract
Bureau of Water Works
N.E. 28th Avenue Undercrossing
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River (Banfield Transitway) Highway
Multnomah County
Project No. IX-68(4)
UMTA Project No. OR-23-9001

Reference is made to your Letter of Approval and/or Authorization (PR-1240), dated May 24, 1982, which approved the contract method for a portion of the work to relocate the Bureau's 36-inch water main at N.E. 28th Avenue.

A tabulation of bids has been received from the Bureau. The State has concurred in the award of the contract to the low bidder, East Wind, for a low bid of $41,427. Your May 24, 1982 PR-1240 approval was for $41,000. Bid documents are attached.

Approval for federal participation in the low bid contract cost of $41,427 is requested under UMTA Project OR-23-9001.

JMC/DES/llr
Attachment
cc: E. S. Hunter
Jack M. Cartwright
Ken Johnson
Gary Kennen

RECEIVED
TECHNICAL SERVICES
JUL 7 '82
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

1513

2

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO

ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE June 18, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

NOTED
H.S. COULTER

SUBJECT: SXF 1311
Crossing No. 2A-2.1-A

Attached is a copy of Order No. 82-413 issued by the Public Utility Commissioner on June 14, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2) -- Please give copy to Proj. Manager
M. Payne
J. L. Sollis
Bob Sandmann
W. J. Hart

RECEIVED
STATE HWY ENGR
JUN 21 '82
REFER TO
FOR

ORDER NO. 82-413

ENTERED June 14, 1982

PUC CROSSING NO. 2A-2.1-A
DOT CROSSING NO. 809 153 T

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1311

RECEIVED
JUN 17 1982
RR & UTILITY UNIT

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for authority to alter an existing separated crossing of NE 28th Avenue and the main track and right-of-way of Oregon-Washington Railroad Company, lessee, main line (Graham Line), in Portland, Multnomah County, Oregon.	)	ORDER

On January 25, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed a letter application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing overcrossing of NE 28th Avenue, a street under the jurisdiction of the City of Portland, and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties as follows: PUC staff by letter dated January 28, 1982; City of Portland by letters dated February 11 and 12, 1982; and Union Pacific Railroad by letter dated February 25, 1982.

Copies of the application were duly served on City of Portland, Multnomah County, and applicant. No objection by any party has been made to the granting of the application.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan's Gulch area of Portland. Concurrently, the Tri-County Metropolitan Transportation District (Tri-Met) is constructing a double-track rail line (for light rail transit use) between Portland and Gresham. Through the

Sullivan's Gulch area, the new rail transit line will lie between the adjacent Graham line of Union Pacific Railroad (to the north) and the Banfield Freeway (to the south). There are several existing overcrossings of the transportation facilities in Sullivan's Gulch, including the crossing involved in this matter. It will be necessary to alter this existing overcrossing structure to accommodate the new and altered transportation facilities in the Gulch.

The Commissioner, by Order No. 81-900, entered December 18, 1981, Docket R-65, has adopted new rules on standard clearances.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. The authority to alter the existing overcrossing structure of NE 28th Avenue, as requested herein, is hereby granted.

2. Applicant shall:

    a. Alter the existing overcrossing structure in accordance with Oregon Department of Transportation drawing No. 36225, sheet 1, dated September 1981, and bear all the cost thereof;

    b. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least six weeks in advance of any impairment; and

    c. Notify the Commissioner upon completion of the project.

3. City of Portland shall:

    a. Maintain the existing overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

b. Maintain all highway appurtenences to the existing overcrossing structure, and bear all the cost thereof; and

c. Bear all cost of damage to the existing overcrossing structure caused by motor vehicle traffic on the highway.

4. Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the overcrossing structure, and bear all the cost thereof.

Upon completion of alterations to the existing overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Union Pacific Railroad Company minimum clearances. While the structure is being altered, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective 6/14/82.

JOHN J. LOBDELL
Public Utility Commissioner

1563

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: June 14, 1982

FROM: H. M. Laylor
Paint/Chemistry Group Leader

NOTED
W. E. SCHWARTZ

SUBJECT: Monitoring Stray Current Corrosion,
Banfield Light Rail System

Recently Tri-Met engaged two nonaffiliated consultants to address the problems associated with the mitigation of stray current corrosion adjacent to the Banfield Light Rail project. These two documents contain contradictory material, and point out that the problem is not trivial.

In the second document, by PSG, Inc., on Page 6, Paragraph 2, it is recommended that H pile be coated with "an electrical nonconductive protective coating". In lieu of this the H pile chosen has been sized with a "corrosion allowance". Also, it is planned to install two permanent Cu-$CuSO_4$ buried half cells (at 2 ft. and 14 ft. depth) and electrical connections to a test pile. This will allow monitoring of Cu-$CuSO_4$ potentials vs steel both before and after the traction system goes into operation. This will give us qualitative information as to whether or not the traction system is causing potentials of a magnitude sufficient to cause corrosion, but no information about the corrosion rates.

There is commercially available equipment designed to give the in situ corrosion rates vs time (expressed in mils loss per year). The placement of the probes is critical and should be done at the time of construction, *e.g.* before placement of the pile cap and after placement of the pile. The cost of each probe is approximately $550 and the portable readout instrument is $1300. Ideally, 3 probes would be placed, at varying depths, and near the piling that is being monitored with the $CuCuSO_4$ half cells.

Because of the possibility of high corrosion rates being induced by stray current, I feel that consideration should be given to purchase of the equipment and probes and monies made available for monitoring both the Cu-$CuSO_4$ potentials and the corrosion rates. This could be done on the present contract and other contracts associated with the Light Rail System. Additional structures could also be monitored through the purchase of additional probes at $550, but using the same readout instrument.

The results from a study of the various structures in the system would also be valuable in deciding what future corrective measures, if any, would need to be made as well as providing a measure of the effectiveness of any corrective actions.

cc: W. E. Schwartz E. L. Hardt
J. H. Versteeg J. C. Jenkins
W. J. Hart G. Beecroft

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. (IX-68(4)) OR-23-9001

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/17/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland) (LRT & Banfield)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 5/25/82 this will confirm the advance approval date of 5/17/82 to proceed with the actual adjustments for Northwest Natural Gas Company's gas main relocation for the NE 28th Avenue undercrossing on an actual cost basis estimated to be TEC $19,943 UMTA Funds $16,951 (OR-23-9001)

I approve the agreement with Northwest Natual Gas Co.

Approval and particiaption for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 14 '82
REFER TO Moehring
FOR
Info R/D D.R. Sign Act File

14. DATE 6/2/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
4. PROGRAM NO.
5. ITEM NO. 10030

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/17/82
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue (Portland) (LRT & Banfield)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 5/25/82 this will confirm the advance approval of 5/17/82 to proceed with the actual adjustments for the Northwest Natural Gas Company's gas main relocation between stations "LRT" 2089+00 and 2095+00 of the NE 28th Avenue-NE 33rd Avenue section on an actual cost basis estimated to be $38,681 Federal Funds $32,879.

I approve the agreement with Northwest Natural Gas Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 4 '82
REFER TO
FOR
Info | Inv | R/D | D R | Sign | Act | File

14. DATE 6/2/82
15. SIGNATURE OF APPROVING OFFICIAL for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/1/82
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland) (LRT & Banfield)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 5/25/82 you are now authorized to proceed with the actual adjustments for the Northwest Natural Gas Company's gas main in conflict with Bent #2 of the NE 16th Avenue Undercrossing on an actual cost basis estimated to be $20,405 Federal Funds $17,344.

I approve the Agreement with Northwest Natural Gas Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 4 '82
REFER TO
FOR

14. DATE 6/1/82
15. SIGNATURE OF APPROVING OFFICIAL
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

NOTED
E. S. HUNTER

ROW 18-4

RECEIVED
TECHNICAL SERVICES
MAY 27 '82
REFER TO
FOR
Info Invs R/D D/R Sign Act File

May 25, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Natural Gas Main Relocation
Northwest Natural Gas Co.
NE 28th Avenue Under Crossing
NE Union Avenue-NE 87th Avenue Utility Proj.
Columbia River (Banfield Transitway) Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust Northwest Natural Gas Company's facilities in conflict with the construction of the 28th Avenue structure dated May 6, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Company for over three years regarding natural gas facility conflicts with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 17, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $19,943.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

7513

NOTED
E. S. HUNTER

ROW 18-4

RECEIVED
TECHNICAL SERVICES
[illegible] 27 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

May 25, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Natural Gas Main Relocation
Northwest Natural Gas Co.
NE 28th Ave.-NE 33rd Ave.
NE Union Ave.-NE 87th Ave. Utility Project
Columbia River (Banfield Transitway) Hwy.
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust Northwest Natural Gas Company's facilities between Stations "LRT" 2089+00 and 2095+00 dated May 6, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Company for over three years regarding natural gas facility conflicts with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 17, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $38,681.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

FLH 8
Banfield

NOTED
E. S. HUNTER

ROW 18-4

RECEIVED
TECHNICAL SERVICES
MAY 27 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

May 25, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Natural Gas Main Relocation
Northwest Natural Gas Co.
NE 16th Avenue Under Crossing
NE Union-NE 87th Ave. Utility Project
Columbia River (Banfield Transitway) Hwy.
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to relocate Northwest Natural Gas Company's 8 5/8-inch gas main in conflict with Bent #2 of the NE 16th Ave. under crossing structure structure dated May 6, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

Gary Kennen has been negotiating with the Company for over three years regarding natural gas facility conflicts with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4,aas the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $20,405.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

1982 NE Union Ave.-NE 39th Ave. 9513
Sec. of Col. R. Hwy. in Ptld. (Gr.,
Pav., Struc., Sign., Illum., Sig.) #1

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(5)
Retained Earth Wall Review
NE. Union Avenue-NE. 39th Ave. Sec.
Columbia River Highway

Date: May 25, 1982

Reply to Attn of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have forwarded your informal submittal of May 4, 1982, to our Region and Washington, D.C. offices for review and comments. Additions and corrections to the plans will be necessary before this wall design is acceptable for Federal aid participation. Corrections are as follows:

Specifications

RECEIVED
STATE HWY ENGR
MAY 27 '82
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

Pg. 184: The wire mesh manufacturer should provide a written guarantee that the minimum average weld shear strength is adequate for the proposed design and permits a reasonable safety factor. Specifying either ASTM A-185 or A-704 to address weld shear strength is not considered adequate for design purposes. The allowable steel tensile stress of 37, 750 p.s.i. currently governs this aspect of design.

Pg. 184: The following should be added to the special provision: "Mesh buttonheads shall be formed such that the variation between the longest and shortest wire in any mesh is less than 1/4 inch. Any damage to the buttonheads shall be repaired in accordance with the standard specifications prior to arrival at the job site."

Pg. 187:
Pg. 181: Add under Rejection "3": "Coil imbeds not properly installed."

Pg. 187:
Pg. 182: Add under Horizontal Joint Materials: "All incline joints shall be caulked with 2x2 polyester foam stripes conforming to ASTM D 1564, Grade 1035."

Pg. 188:
Pg. 182: The maximum allowable percentage for material passing the No. 200 sieve should be 15 percent. We suggest this be applied to both the Reinforced Earth and Retained Earth alternates.

The existing specifications for backfill material permits the use of material with a 0=30° but all design

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computations are based on a $\phi=35^\circ$. If the above comment is adopted, then the design computations should be satisfactory.

Pg. 188: Backfill material for both Retained Earth and Reinforced Earth should meet the following soil aggressiveness requirements:

a) pH - 6.0-9.5
b) resistivity >10,000 ohm/im
c) chlorides < 20 ppm
d) sulfates < 15 ppm
e) $caCO_3$ < 15 ppm

Pg. 189: Penultimate sentence in the next to last paragraph: Add after "mesh": "Compaction in a strip 3 feet wide adjacent to the backside of the wall shall be achieved using light mechanical tampers. Compaction should proceed from the area nearest the wall face to the back of the reinforcing mesh."

Comments

If the Retained Earth alternate is selected for this project, CEDEC should be required to conduct laboratory pull-out tests using site specific backfill material. The anchorage factors used in the current design should be considered valid for preliminary design only. Actual Anchorage Factors will likely be higher and, therefore, would result in shorter mesh lengths and smaller select backfill quantities. We suggest that the necessary language requiring these pull-out tests be added to the special provisions.

It should be noted that CEDEC has assumed a 25 percent reduction in the effective mesh x-sectional areas to account for corrosion losses. This is considered adequate and likely conservative for most wall applications when using the backfill requirements listed above.

The computerized printout for all wall designs shows an erroneous but conservative factor of safety against mesh pull-out. The actual safety factor may be computed by multiplying the indicated safety factor values by 1.18. This additional safety factor has been included on all Retained Earth designs we have reviewed to date.

The internal mesh design for wall #3 does not address any type of horizontal impact load that will act on the top of wall barrier (type A). Note that on all other walls with type A barriers, the horizontal spacing of the top layer of reinforcement has been reduced from 4.33 feet to 2.5 feet. Although we have seen this approach used on other Retained Earth designs, we have not been provided any design computations to demonstrate its validity.

There is major disagreement between the mesh configurations in the plans and those shown in the design computations. In the computerized designs, under the column entitled, "Configuration of Longitudinal Bars," 3, 4, 5, or 6 bars are shown. The plan detail for mesh configuration shows a constant 5 bar configuration. Since plans rather than design computations are official contract documents, we have assumed the plan configuration will be used. Assuming this is correct, on wall #19 mesh layers 7 and 8 exceed the allowable steel tensile stress.

We have attempted to verify a number of the computerized internal wall designs by hand computations. For all mesh layers, regardless of the longitudinal bar quantity, the width of soil reinforcement, "b" apparently remains constant at 2 feet. This means that either the transverse mesh opening varies from 4.8 to 12 inches, depending on the longitudinal bar quantity, or if the opening size remains constant at 6 inches, then the computer program calculates incorrect values for mesh configurations with other than 5 longitudinal bars.

We suggest replacing the drainage detail shown on plan sheet 21 with a 4-inch diameter pipe and a fabric lined trench to reduce cost.

Wall embedment depths are not shown for walls 1, 2, 3, 8, and 16.

Beginning with the design for wall #4, either a (A2=1) or (A2=2) appears in computerized design under the column entitled "Factor of Safety Against Pull-out". We have no knowledge of what this value is or how it affects the design.

The plan sheets for wall #4 include a note that states "All mesh lengths within 15 feet of grade are 12 feet long." This is considered to be unconservative and inconsistent with the design computations. If an obstruction prevents the use of a longer mesh, then a closer horizontal spacing of reinforcement should be used to provide an adequate safety factor against mesh pull-out.

We have attempted to verify a number of the computerized internal wall designs by hand computations. It appears the maximum pull-out force P_r used to calculate the factor of safety aginst pull-out as shown on the computerized designs is apparently based on the maximum vertical stress value determined during the external wall analysis. This is considered to be an unconservative assumption and may lead to unsafe designs in some cases. The vertical stress used in computation of P_r should be based on the effective overburdened stress plus the stress influence of any superimposed dead load at the reinforcement layer of interest.

Computations were not included in our design package for wall #4 beyond station 2086+70 and for walls #5 and #6.

Attached is the specification used successfully in Georgia. We hope this will be of some assistance to you.

Please make the specification corrections on this project if you intend to bid and use "Retained Earth Walls". Other corrections must be made prior to wall installation.

for Dale E. Wilken

Attachment
Georgia Suppl Spec, 9 pgs
Sec 604, dtd 7-22,81 w/rev dates

cc:
OSHD (W J Hart, Br)
OSHD (J Day, Rd Dsgn)

July 22, 1981
Rev. August 3, 1981
Rev. January 11, 1982

DEPARTMENT OF TRANSPORTATION
State of Georgia

SUPPLEMENTAL SPECIFICATION

Modification of the Standard Specifications dated September 15, 1977

SECTION 604 RETAINED EARTH* WALL

604.01 GENERAL: This Specification covers the materials, fabrication, construction, measurement, and payment for Retained Earth Walls. Included in the scope of work of the wall erection are: grading and compaction of the wall foundation, general and local dewatering as required for proper execution of the work, construction of leveling pads, erection of precast wall panels, placement of soil reinforcing mesh, and placement and compaction of select backfill material within the reinforced soil volume. The scope of work also includes furnishing and placing precast or cast-in-place concrete coping and cast-in-place traffic barrier on the top of the wall if these items are shown on the Plans. For the purposes of this Specification, the wall foundation shall include all area underlying the leveling pad and the reinforced soil volume. All other items included in the construction of the Retained Earth Wall not specifically mentioned herein shall conform to the applicable Sections of the Standard Specifications.

The architectural treatment of the wall panels shall be in accordance with the Plan details.

*Retained Earth is a copyright; it shall be the Contractor's responsibility to make his own arrangements to procure all panels, soil reinforcing mesh attachment devices, joint materials, and expertise necessary to construct the Retained Earth Wall.

604.02 MATERIALS:

A. Soil Reinforcing Mesh: Soil Reinforcing Mesh shall be shop-fabricated of cold drawn steel conforming to the minimum requirements of ASTM A-82.

B. Attaching Devices

1. Coil Embed: Coil Embeds shall be shop-fabricated from cold drawn steel wire conforming to AISI C 1035.

2. Coil Bolt: Coil Bolts shall be cast of 80-55-06 ductile iron conforming to ASTM A 536.

C. Concrete: Concrete shall be Class AA except that minimum 28 day strength shall be 4000 psi. Air entraining, retarding or accelerating agents shall not be used without approval of the Engineer. Admixtures containing chlorides shall not be used.

Concrete for leveling pads, integral traffic barrier and cast-in-place copings shall be Class "A".

D. Joint Fillers: All joints between panels shall be treated as follows:

1. In floodplains or other intermittently inundated areas:

   a. All joints between panels from an elevation three feet above the 100-year flood elevation to the bottom of the Wall shall be covered on the back side of the Wall with a woven plastic filter fabric sheet.

   b. All joints between panels from three feet above the 100-year high water elevation to the top of the Wall shall be covered on the back side of the Wall by a woven or nonwoven plastic filter fabric sheet.

2. At all other locations, all joints between panels shall be covered by a woven or nonwoven plastic filter fabric sheet.

3. All horizontal joints between panels shall be filled with a resin-bonded cork filler conforming to ASTM D 1752, Type II, or equal as approved by the Engineer in addition to any other joint treatment which is required. All inclined joints shall be caulked with 2" x 2" polyether foam strips conforming to ASTM D-1564 Grade 1035.

4. The minimum width and lap of plastic filter fabric sheets will be as follows:

   For Inclined Joints - 16"
   For Horizontal Joints - 16"
   Laps - 4" Vertical Strips
   - 8" Horizontal Strips

e. Any woven and nonwoven plastic plastic filter fabric listed on the Qualified Products List will be acceptable for use under this Specification, subject to the above requirements.

E. Select Backfill Material: All material used in the Retained Earth wall volume shall be approved by the Office of Materials and Research prior to use. The material shall be free from organic or other deleterious materials. The material shall conform to the following grading requirements and the top three feet shall contain sufficient fines (minus No. 10) to fill the voids in a compacted state.

SIEVE SIZE	PERCENT PASSING
6" Sieve	100
2" Sieve	50-100
No. 200 Sieve	0-15

Additionally, all material shall conform to the following requirements:

1. pH 6.0 - 9.5
2. Resistivity $>$ 10,000 ohms/cm
3. Chlorides $<$ 20 ppm
4. Sulfates $<$ 15 ppm
5. $CaCO_3$ Acidity $<$ 15 ppm

F. Coatings for Soil Reinforcing Mesh and Attaching Devices:

1. Unless otherwise specified on the Plans, the entire surfaces of reinforcing mesh shall be galvanized in accordance with ASTM A-153 Class B-1. Buttonheads for attaching the mesh to precast wall panels shall be formed onto the end of the mesh after the mesh has been galvanized. Any damage to the galvanizing due to the forming of buttonheads shall be repaired in accordance with Section 645 of the Standard Specifications prior to arrival at the job site at no increase in contract cost.

2. Attaching devices shall be galvanized in accordance with ASTM A-153 Class C or be mechanically galvanized to provide the same requirements as ASTM A-153 Class C. Any damage sustained by any part of the attaching devices during any phase of fabrication, storage and erection shall be repaired to the satisfaction of the Engineer at no increase in contract cost.

3. When required on the Plans, and after galvanizing as indicated above, the entire surfaces of the reinforcing mesh shall be shop coated with a two component coal tar epoxy system as indicated in Section 535.04D of the Standard Specifications for a Type 2P coating as per Section 870.06B. Any damage to the coating of the mesh during the forming of buttonheads shall be repaired to the satisfaction of the Engineer at no additional cost. Those parts of the attaching devices exposed after installation of the reinforcing mesh shall be field coated with the Type 2P coating.

4. When required on the Plans, the entire surfaces of the Reinforcing Mesh shall be epoxy coated in accordance with Section 514. The mesh does not need to be galvanized if this method of coating is required. Any damage to the mesh coating as a result of forming the buttonheads shall be repaired to the satisfaction of the Engineer at no additional cost. Those parts of the attaching devices exposed after installation of the Reinforcing Mesh shall be field coated with Type 2P coating.

G. Corrosion Inhibiting Material: Corrosion inhibiting material shall be a bituminous material conforming to the requirements of Section 848.10 of the Standard Specifications or AASHTO M-243 Trowel Grade Asphalt Mastic or an approved corrosion inhibiting grease.

H. Reinforcing Steel: Reinforcing steel shall conform to the requirements of Section 511 of the Standard Specifications and may be either Grade 40 or Grade 60.

I. Certification: Acceptance of materials furnished for Work will be based on certified test reports as specified in Article 106.05 supplemented by routine tests run by the Department.

604.03 FABRICATION:

A. Soil Reinforcing Mesh: All soil reinforcing mesh shall be shop fabricated of cold drawn steel welded into the finished mesh fabric in accordance with ASTM A-185. Dimensions and tolerances shall be as indicated on the Retained Earth Drawings. Buttonheads shall be formed so that the variation in length between the longest and the shortest wire in a reinforcing mesh panel when measured from the nearest cross wire in the reinforcing mesh panel is no more than 1/4 inch.

B. Attaching Devices: Coil Embeds and Coil Bolts shall be to the dimensions as indicated on the Retained Earth Drawings.

C. Concrete Wall Panels: All materials used in precast wall panels shall be as specified in Section 604.02. Coil embeds, reinforcing, connecting pins, PVC pin form, and lifting and handling devices shall be set in place to the dimensions and tolerances shown on the drawings prior to casting.

1. Testing and Inspection: Acceptability of the precast panels at the casting yard shall be determined on the basis of compression tests and visual inspection during casting to determine conformance with the Specifications and Drawings. The precast panels shall be considered acceptable regardless of curing age when compression test results indicate strength will conform to 28 day Specifications. The manufacturer shall furnish such facilities and assistance as is required to carry on the sampling and testing in an expeditious and satisfactory manner.

2. Casting: The panels shall be cast using steel forms. The front face of the panel (face exposed to view when installed in the wall) shall be cast against a steel form or architectural form liner. The back face is to be float finished. The concrete in each panel shall be placed without interruption and shall be consolidated by the use of an approved vibrator, supplemented by such hand tamping as may be necessary to force the concrete into the corners of the forms and prevent the formation of stone pocket or cleavage planes. Clear form oil of the same manufacturer shall be used throughout the casting operation.

Coil Embeds shall be placed in the rear face of the panel and be spaced as indicated on the Retained Earth Drawings. The embeds shall be flush with the face of the panel and shall be perpendicular to the panel. The embeds shall be held in place during the placing on concrete to insure they hold their proper alignment. The threads of the coil embeds shall be free of concrete so that the coil bolts may easily be installed.

3. Curing: The panels shall be cured as specified in Section 500.12.B. of the Standard Specifications. Unless other acceptable means are provided, each panel shall be covered with a clear waterproof membrane upon removal of forms. Any panel which does not reach specified strength within 28 days shall be rejected.

4. Removal of Forms: The forms shall remain in place until they can be removed without damage to the panel.

5. Concrete Finish and Tolerances: Concrete surface for the front face shall be as designated on the Plans. The rear face shall be float finished sufficiently to eliminate open aggregate pockets and distortions in excess of 1/4 inch.

All panels shall be manufactured within the following tolerances:

- (a) All dimensions within 3/16"
- (b) Angular distortion with regard to the height of the panel shall not exceed 1/8" in 5 feet.
- (c) Surface Tolerances:
  1. Smooth Finish: Any variations in excess of 0.1" when tested with a 5' straightedge shall be satisfactorily corrected before the panel is moved from the casting yard.
  2. Textured Finish: Any surface defects in excess of 5/16" in 5' shall be rejected.

6. Compressive Strength: Compression tests to determine the minimum strength requirements shall be made on cylinders. A minimum of three cylinders for determining when the units may be put into service will be made from each day's production and cured in accordance with GHD-35.D.3.c. Shipping strength will be equal to the required 28 day strength. An additional two specimens for determining 28 day strength will be made for each day's production or for each 50 cubic yards of concrete placed, whichever is the lesser amount of concrete, and cured in accordance with GHD-35-D.3.b. and d. The 28 day compressive strength shall be at least 4,000 psi. Compressive strength tests shall be in accordance with AASHTO: T 22.

7. Rejection: Panels shall be subject to rejection because of failure to meet any of the requirements specified above; in addition any of the following defects shall be sufficient cause for rejection.

- a. Defects that indicate imperfect moulding.
- b. Defects indicating honeycombed or open texture concrete.
- c. Coil embeds are not properly installed.

8. **Marking:** The date of manufacture, lot number, and type of panel shall be clearly and permanently marked on the rear face of each panel.

9. **Handling, Storage, and Shipping:** All panels shall be handled, stored, and shipped in such manner as to eliminate the danger of chipping, cracks, discoloration, fractures, and excessive bending stresses. Any panels damaged during handling, storing, or shipping may be rejected upon delivery at the option of the Engineer. Panels in storage shall be supported on firm blocking. Coil embeds shall be filled with corrosion inhibiting material prior to inserting coil bolts. When coating is required, any soil reinforcing mesh damaged during handling or placing shall have the coating repaired to the satisfaction of the Engineer.

D. Precast Coping: All materials used in the construction of the precast portion of the coping shall conform to the requirements of 604.02.C. Precasting, testing, and inspection procedures shall be identical to those for precast wall panels.

604.04 CONSTRUCTION:

A. Foundation Preparation: The foundation for the Retained Earth wall shall be graded level for a width equal to or exceeding the width of the reinforced volume. Prior to wall and leveling pad construction, the foundation shall be compacted to at least 95% of maximum laboratory dry density as specified in 208.03.B.2.c (2) and (3). Any foundation soils found to be unsuitable or incapable of sustaining the required compaction shall be removed and replaced, as provided for in the Specifications. At each panel foundation level, a non-reinforced concrete leveling pad shall be provided as shown on the Plans. Leveling pads shall be level within 1/8" per pad or per 100', whichever length is greater. Leveling pads which do not meet this requirement shall be repaired or replaced as directed by the Engineer at no additional cost to the Department.

B. Wall Erection: Wall panels shall be placed so that their final position is vertical. Panels shall be placed in successive horizontal lifts as backfill placement proceeds. As backfill is placed behind a panel, the panel shall be maintained in vertical position by means of clamps and temporary wooden wedges placed in the joints at the junction of two adjacent panels on the external side of the wall. External bracing shall also be required for the initial lift. The wedges shall remain in place until the fourth layer of panels are placed, at which time the bottom layer of wedges shall be removed. Each succeeding layer of wedges shall be removed as the succeeding panel layers are placed. When the wall is completed, all wedges shall be removed. No wedges shall be used as a means of leveling panels on leveling pads.

Tolerance and alignment shall be as follows:

1. Horizontal and inclined joint openings between panels shall be uniform and no larger than 1-1/4" and no smaller than 1/2".

2. Vertical tolerance (plumbness) and horizontal alignment tolerance shall not exceed 3/4" when measured along a 10-foot straightedge.

3. The overall vertical tolerance of the wall (plumbness from top to bottom) shall not exceed 1/2" per 10 feet of wall height.

Prior to placing any select backfill material on any mesh panel, the coil bolts shall be fully screwed into the coil embed.

C. Select Backfill Material Placement: Backfill placement shall closely follow the erection of each lift of panels. At each reinforcing mesh level, backfill shall be compacted to the full length of mesh and be sloped to drain away from the wall before placing and bolting the next layer of mesh. Reinforcing mesh shall be placed normal to the face of the wall. The maximum lift thickness shall be eight inches (loose) and shall closely follow panel erection. The Contractor shall decrease this lift thickness, if required, to obtain the specified density.

Select backfill material containing insufficient fines for conventional compaction controls shall be compacted to a maximum practical density as determined by the Engineer. Vibratory compaction may be required.

Where select backfill material containing insufficient fines to fill the voids in the coarse aggregate is used below the level of the 100-year flood elevation, a three-foot minimum blanket of select backfill material containing sufficient fines to fill the voids shall be placed between the select backfill material containing insufficient fines and the adjacent soil to an elevation of five feet above the 100-year flood level.

Select backfill material containing sufficient fines shall be placed on the top three feet of the Retained Earth volume where material containing insufficient fines has been used.

The top twelve inches of select backfill material shall be compacted to 100% of maximum density as defined in Section 208.

Select backfill material at bridge structures, and extending for 100 feet in any direction from the bridge, shall contain sufficient fines to fill the voids in the aggregate and be compacted to at least 100 percent of maximum laboratory dry density for the full depth of the material.

Except as noted above, select backfill material shall be compacted to 95% of maximum laboratory dry density.

Compaction shall be accomplished without disturbance or displacement of the reinforcing mesh and panels. Compaction in a strip 3 feet wide adjacent to the backside of the wall shall be achieved using light mechanical tampers. Compaction should proceed from the area nearest the wall face to the back of the reinforcing mesh.

D. Storm Drains: Wall panels shall be provided with the appropriate storm drain openings cast into panels at the elevation and locations indicated on drainage profiles. Catch basins shall be located so that pipes will enter perpendicular (plan view) to the panels or below the leveling pad as shown on the Plans. Construction of catch basins and placement of storm drains must be coordinated with the Retained Earth Wall construction.

E. Dewatering: The Contractor shall furnish, install, operate, and maintain satisfactory dewatering systems as required to maintain the site in a dry and a workable condition so as to permit grading and compacting of the Wall foundation and proper erection and backfill of the Wall. These systems shall include all equipment and materials, and shall be continued as long as necessary.

No separate measurement or payment will be made for dewatering. Cost of dewatering shall be included in Price Bid for Select Backfill Material.

614.05 MEASUREMENT: When a Retained Earth Wall is built to Plan Dimensions, the Plan Quantities will be the Pay Quantities. When Plan dimensions are changed by the Engineer during construction, or when original Plans are in error, the revised Plan Quantities will be the Pay Quantities.

A. Excavation: All excavation necessary for construction of the Retained Earth Wall will be in accordance with the following:

1. Excavation two (2) feet or less below Plan elevation of the bottom of the leveling pad will not be measured or paid for separately. The costs of this excavation shall be included in the cost for Select Backfill Material.

2. Excavation greater than two (2) feet below the Plan elevation of the bottom of the leveling pad or beyond the width of the Retained Earth volume will be measured and paid for in accordance with Section 205, Section 206, or other applicable section of the Project Specifications.

B. Concrete Wall Panels: The area of panels, complete in place and accepted, will be designated for payment by the square foot. The area of drains through the Wall will not be deducted.

C. Soil Reinforcing Mesh: The Soil Reinforcing Mesh will be designated by the linear foot of Reinforcing Mesh.

D. Backfill: The Selected Backfill Material used in the Retained Earth volume will be designated for payment by the cubic yard, complete in place as defined in Article 208.05 for In Place Embankment and as shown on the Plans. The limits of the Retained Earth volume are defined as follows:

1. The width shall be the length of the Soil Reinforcing Mesh plus one foot. Where mesh length changes occur, the volume width change will be taken to occur midway between mesh layers.

2. The height shall extend from the top of the leveling pad to a minimum of six inches above the uppermost reinforcing mesh layer. The uppermost reinforcing mesh layer may be attached to the wall, traffic barrier or bridge cap.

3. The length shall extend for the entire length of the wall.

The excavation defined by 604.05.A.1 shall be backfilled with select backfill material at no additional cost.

Any select backfill material required by construction procedures to extend beyond the Retained Earth volume shall be considered incidental and its cost included in the Price Bid for the Retained Earth Wall.

E. Concrete Leveling Pads: The Concrete Leveling Pads will be designated for payment by the linear foot. This shall include any steps shown on the Plans.

F. Precast Coping, C.I.P. Coping,A, C.I.P. Coping,B, Traffic Barrier, V and Traffic Barrier H: These units, complete in place and accepted, will be designated on the Plans and paid for at the Contract Unit Price bid per linear foot for each type unit. C.I.P. Coping, B and Traffic Barrier, H shall be used whenever noise walls, light standards or any other appurtenance is mounted on top of the coping or traffic barrier. C.I.P. Coping, A and Traffic Barrier, V shall be used when no appurtenance is used on top of the barrier or coping. (C.I.P. = Cast-in-Place).

604.06 PAYMENT: When Retained Earth Walls are built to Plan dimensions, the Plan Quantity will be the Pay Quantity. When Plan dimensions are revised as directed by the Engineer, Retained Earth Walls will be paid using the revised Plan Quantities. Such payment shall be full compensation for fabricating, transporting and erecting all material in accordance with the Plans and Specifications. No separate measurement or payment will be made for tools, superintendence, labor, fasteners, coatings, joint materials (including but not limited to cork, polyether foam and filter fabric), site preparation, filler concrete, or other incidentals for performing the Work.

Concrete Side Barrier, Sound Barriers, Light Standards, "V" Gutters, Guardrail, and Handrail, when shown on the Plans, will be paid for in accordance with the applicable Sections of the Project Specifications.

Payment will be made under:

Item No. 604.	Concrete Wall Panels	per Square Foot
Item No. 604.	Soil Reinforcing Mesh	per Linear Foot
Item No. 604.	Select Backfill Material	per Cubic Yard
Item No. 604.	Concrete Leveling Pads	per Linear Foot
Item No. 604.	Cast-in-Place Coping , A	per Linear Foot
Item No. 604.	Precast Coping	per Linear Foot
Item No. 604.	Traffic Barrier, V	per Linear Foot
Item No. 604.	Traffic Barrier, H	per Linear Foot
Item No. 604.	Cast-In-Place Coping,B	per Linear Foot

75 3

5-24-

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA OR-23-9001 (IX-68(4))

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/17/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION: NE Union Avenue - NE 87th Avenue (Portland) (LRT and Banfield)

11. GENERAL DESCRIPTION OF WORK: Utility Adjustments

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustments

13. REMARKS

As requested in Mr. Swan's letter of 5/19/82 this will confirm the advance approval date of 5/17/82 to proceed with the actual adjustments for the City of Portland, Bureau of Water Works water main relocation for the NE 28th Avenue undercrossing using the contract method since the utility is not adequately staffed or equipped to do this work at a TEC of $41,000 Federal Funds $34,850 provided appropriate Civil Rights Clauses are included.

I approve the Agreement with the City of Portland Bureau of Water Works and authorize the work above under the provisions of the Memorandum of Understanding with UMTA.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUL 19 '82
REFER TO Moching
FOR

Info	Inve	R/D	D R	Sign	Act	File

14. DATE 5/24/82

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1218
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9513

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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I approve the Agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO [illegible]
FOR

14. DATE 5/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PACIFIC POWER & LIGHT COMPANY
700 N.E. MULTNOMAH STREET
PORTLAND, OREGON 97232

May 24, 1982

RECEIVED
TECHNICAL SERVICES
MAY 26 '82
REFER TO
FOR

Info	Inves	R/D	[illegible]	[illegible]	Act	File

NOTED
E. S. HUNTER

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Mr. Jack M. Cartwright
Utility Relocation Coordinator

Gentlemen:

This is in response to your letter dated February 10, 1982 in which you request that Pacific Power & Light Company, as well as other utility addressees, furnish certain information with respect to utility facilities to be relocated as a result of the installation of the proposed Tri-Met light rail system. Our response is limited to relocations necessitated by installation of that portion of the system extending from N.E. Union Avenue to N.E. 39th Avenue.

Based upon preliminary estimates, the cost of relocating Pacific's facilities between N.E. Union Avenue and N.E. 39th Avenue is estimated to be $150,000. Of this amount, approximately $100,000 represents the cost for relocating the transmission facilities and $50,000 is the estimated cost to relocate the distribution facilities.

Substantially all of Pacific's electric facilities in this segment are located on public rights of way. However, Pacific feels that location of the facilities is not relevant inasmuch as the costs for relocation should and must be paid by the agencies, state or federal, having responsibility for the project.

In accordance with your request, a diagram showing Pacific's facilities to be relocated between N.E. Union Avenue and N.E. 39th Avenue is enclosed herewith. The sketch is based in part upon information made available to Pacific.

With respect to the date of commencement of the relocation, a specific date will be set following an understanding for payment of relocation costs. Pacific estimates that materials needed for the project will be on hand in approximately six months following final design of the segment. Temporary relocations are still in the stage of development and must be determined with the understanding that service to Pacific's customers must be continuous at all times.

We trust that this responds to your letter and we wish to assure you that we will cooperate to the fullest extent in the development of this project. However, as indicated above, we feel that it will be advantageous to all parties to resolve as promptly as possible the question of payment for relocation costs.

Very truly yours,

John A. Reed
Portland District Manager

JAR:ph

enclosure
(diagram - Pacific facilities
NE Union Avenue-NE 39th Avenue)

XC: Jack Sallis
E. S. Hunter –
J. H. Verstreg
R. A. Sandmann
Gary Kunnen w/plans

RECEIVED
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F L M,
[illegible]

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: May 24, 1982

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 1, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 1, 1982 on the following project:

I. N. E. Union Avenue-N.E. 39th Avenue (Portland)
Columbia River Highway, Multnomah County
Grading, Paving and Structures

Multi-lane highway and grading for light-rail roadbed. Sidewalks, curb ramps and pedestrian signals will be constructed/installed on this project for bicycle and pedestrian use.

RPS:ge

cc- E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

PSG
Professional Services Group, Inc.
CORROSION ENGINEERING SECTION

WATERS CONSULTANTS
DONALD M. WATERS, P.E.
President

May 20, 1982

Elcon Associates, Inc.
Suite 211, Greenwood Gardens
10550 S.W. Allen Boulevard
Beaverton, OR 97005
Attn: Inder K. Chawla

Subject: Tri-Met Light Rail Project
Oregon Department of Transportation
Banfield Highway Reconstruction

Dear Mr. Chawla:

We have examined the Oregon Department of Transportation preliminary drawings for the reconstruction of the Columbia River Highway, N.E. Union Avenue - N.E. 39th Avenue section and the associated Standard Drawings and Specifications as requested. Our examination was directed toward the determination of what, if any, supplemental corrosion control measures will be required as a result of the operation of the DC powered Banfield Light Rail Transit System immediately adjacent to the highway from Holladay Street to N.E. 39th Avenue.

The operation of the transit system on standard tie and ballast type track construction will undoubtedly result in the interchange of traction power current (DC) between the running rails (negative system)

[illegible]

and earth. The analysis of the stray current magnitudes which are anticipated from operation of the transit system shows that stray current levels will be relatively low within the area of concern. One major exception to this general statement would be if the negative of the DC power system at the proposed traction power station at N.E. 39th Avenue (or other locations) were connected to ground; this condition would result in substantial magnitudes of stray current being generated in the immediate vicinity of the substation and possibly other locations.

The anticipated levels of stray currents during the early revenue service period are in the general range of 0.84 ampere per 1,000 feet, as stated in our report on this matter. This stray current level is based on a track-to-earth resistance of 10 ohms per 1,000 feet of the two track system. If this level of track-to-earth resistance is maintained throughout the operating life of the transit system, the corrosive effects on ODOT or adjacent utility piping should not create any significant problems that cannot be handled in a relatively simple manner as described in the remainder of this letter. However, if the track-to- earth resistance can be expected to deteriorate with time to much lower levels because of ballast contamination and deteriorated ties, then considerably more elaborate corrosion control will be required. We do not have any reasonable available means of evaluating the level to which track resistance may be allowed to deteriorate. Some of the decisions which will influence this deterioration are beyond the control of the present design engineering personnel. Our experience on existing timber tie and ballast type track construction which has been allowed to deteriorate has shown that the effective track-to-earth resistance may decrease to the order of one one-hundreth of the stated value of 10 ohms per 1,000 feet. Under those conditions, significant corrosive effects must be expected.

However, our review of the highway and transit way construction through the subject area has resulted in our concluding that a reasonable track maintenance program will maintain a sufficiently high resistance to earth to keep the stray currents at insignificant levels. This conclusion is based on the expectation that the proposed construction will be exceptionally well drained in and beneath the track to preclude a severe ballast contamination problem. A reasonable program of ballast cleaning and replacement of deteriorated ties should maintain this track at reasonable levels of resistance to earth. The initial and long term costs associated with attempting to control corrosion on the ODOT and utility facilities that may occur under the worst case condition are, quite frankly, out of the question. Thus the maintenance of a reasonable track-to-earth resistance within this area is the most practical stray current control measure available. Our experience indicates that it should also be practical with normally expected railroad maintenance practices and our recommendations are based on this condition.

Consideration must be given to several items associated with the highway construction which could be adversely affected by stray current corrosion over an extended time period.

1. The construction of the right of way for the proposed transit system and adjacent highway reconstruction will result in the installation of extended lengths of retaining wall in sections up to 3,500 feet in length. Measures must be taken to ensure that stray currents do not create significant corrosive effects on the metallic components of the walls, essentially the steel reinforcing.

The concrete crib wall construction, totaling approximately 4,600 feet, shown on drawing No. 36605 will not be subject to significant corrosive effects from the levels of stray earth currents anticipated. The construction of the wall in small components of precast reinforced concrete with the reinforcing completely encased in the concrete will prevent the accumulation and transfer of significant levels of current on the reinforcing steel. The relatively thin (1-inch) cover of concrete over the reinforcing might present problems in areas of low pH and/or high chloride or sulphate ion concentrations. Limited soil characteristics obtained at the proposed traction power substation locations in the area showed a pH on the order of 6.5, chloride ion and sulphate ion concentrations on the order of 1 ppm and 9 ppm respectively and an average resistivity of 25,000 ohm-centimeters. Additional soil measurements, pH, chloride and sulphate ion concentrations, and soil resistivities should be obtained in the proposed area of construction to determine if there are any significant changes in soil characteristics which would create detrimental effects on the concrete cribbing.

Alternative measures to improve the resistance of the concrete cribbing to corrosive effects of soil would be to increase the concrete cover over the cribbing reinforcing steel to 1.5 inches or the application of a protective coating such as coal tar enamel on cribbing members which will be placed in contact with the existing soil. No problem is anticipated with the cribbing which will be embedded in the special backfill. The standard and cantilever types of retaining walls between the transit way and highway extend in continuous lengths up to 2,770 feet. However, the construction of the walls is such that only small heights of the wall are earth covered on the transit side of the wall. Therefore, we do not anticipate that significant magnitudes of stray current will accumulate on the steel reinforcing in the vertical wall structures.

However, the long electrically continuous lengths of steel reinforcing in the footings may act as a stray current conductor. In order to prevent the conductance of significant magnitudes of stray current along the steel reinforcing in the footings, the reinforcing should be made electrically discontinuous at regular intervals along the length of wall. This may be accomplished by constracting expansion joints in the footing at approximate intervals of 100 feet to coincide with wall expansion joints. An alternative method of electrical separation would be by fastening with non-conductive ties a length of 1/8 to 1/4-inch thick by 2-inch wide non-conductive plastic material between all the overlapping longitudinal reinforcing in the footing at approximate 100 foot intervals which coincide with a wall expansion joint.

In order to minimize possible corrosive effects from soils, the backfill material for the crib retaining walls, and standard and cantilever walls should be a granular material with good water drainage characteristics, a minimum pH of 6.0, an electrical resistivity in excess of 5,000 ohm-centimeters and chloride and sulphate ion concentrations of less than 100 ppm. This material should be equivalent to ODOT specified "Special Wall Backfill".

2. The drawings show that at two bridge locations, N.E. 21st Avenue and N.E. 28th Avenue, steel piling is proposed for support of the bridge bents. The corrosion control measures required for the steel H piles will be limited to the application of an electrically non-conductive protective coating on the pile surfaces. The coating will minimize corrosive effects from both stray current and soil.

3. Measures must be taken to ensure that stray traction current does not cause detrimental effects to the Doernbecker access road transit bridge. The drawings show the installation of a

membrane on the top surface of the deck box beams below the transit ballast. The application of a waterproof, nonconductive membrane material such as "Uniroyal Liquid Membrane 6125" or "Tremproof 150 liquid membrane by Tremco", will provide adequate electrical insulation of the steel members of the beams from stray currents. This insulating membrane should have a minimum thickness of 180 mils and have a protective cover board such as rock shield to prevent damage to the membrane by the ballast. The anchoring arrangement of the deck beams at the abutments should be such that electrical continuity is not established between the abutments and the beams. Measures must also be taken to ensure that adequate drainage of water from the bridge deck surface is maintained. The installation of small diameter drain pipes along each side of the deck may be necessary to prevent the accumulation of water on the bridge deck surface.

4. The drainage and storm drainage piping associated with the highway construction is essentially all of concrete and/or reinforced concrete construction. The short, electrically discontinuous lengths of smaller diameter pipe (less than 18-inches) for roadway and transit drains will not require any special corrosion control measures. The proposed large diameter (36-inch to 48-inch) reinforced concrete storm sewer paralleling the transit way will not require extensive corrosion control measures. The installation of this pipe in short lengths together with the ensuring of electrical

separation of the pipe sections at the gasketed pipe joints will prevent the occurrence of significant stray current effects.

However, information on the characteristics of the soils is limited so that their corrosivity cannot be accurately determined. An analysis of soil samples from the approximate pipe depth should be obtained at regular intervals along the route to determine the resistivity, pH, and chloride and sulphate ion concentrations. From this data, the need for supplemental corrosion control measures can be determined. One supplemental corrosion control measure would be to specify a minimum external concrete cover over the steel reinforcing of 1.5 inches instead of the nominal 1 inch cover. An alternative measure would be the application of non-conductive protective coating such as a coal tar epoxy to the external surface of the pipe.

5. Utility piping for gas service shall have corrosion control measures installed in accordance with the utility company standards and DOT (US) Standards for Transportation of Natural and Other Gas By Pipeline (Title 49 of the Code of Federal Regulations). These measures may include protective coating, electrical bonding of the pipe for continuity, electrical separation of the piping from foreign structures, the installation of insulating joints to limit the electrical extent of the piping, test stations, and application of

cathodic protection. We do not anticipate severe stray current corrosive effects on this piping which would require unusual corrosion control measures, however, some considerations are necessary.

Gas mains associated with the construction area are:

a. Eight-inch main paralleling transit way from N.E. 21st Avenue to N.E. 33rd Avenue. Special stray current corrosion control measures should be installed for this main because of its close relationship to the transit way. As a minimum, these measures should consist of electrically segregating the main into smaller units. In addition, the main should be electrically insulated from the general distribution piping and from grounded structures with cathodic protection as required for the individual pipe sections.

b. Ten-inch main supported on N.E. 33rd Avenue bridge structure. The pipe must be electrically continuous across the length of the bridge structure but electrically separated from the bridge structure. The pipe may be electrically insulated from its extension at the ends of the bridge depending upon the utility.

c. Six-inch main supported on N.E. 21st Avenue bridge structure. This pipe must be installed in the same manner as stated in 5.b above.

The appropriate utility company shall be notified of the proposed construction and requested to present its corrosion control requirements.

6. Utility piping for water service will require special corrosion control measures. Details of the existing and proposed water relocations are necessary in order to determine which of the following corrosion control measures will be required:

   a. Electrical bonding of ductile iron pipe to establish electrical continuity in close proximity to the transit tracks and to provide continuity across bridge structures.

   b. Electrical insulation of the piping from the bridge structures and some selected foreign structures.

   c. Protective coating on the external surface of the pipe at some locations.

   d. Test stations for evaluating the corrosive conditions of the piping.

e. Cathodic protection measures.

Water mains which must be given special attention regarding corrosion control are:

a. Sixteen-inch water main at Holladay Street exit, approximate station 2056+50.

b. Six-inch water main in vicinity of Holladay Street exit, approximate station 2060+20.

c. Thirty-six and 20-inch water mains in vicinity of N.E. 28th Avenue, approximate stations 2087+50 2087+75.

d. Two 24-inch water mains on N.E. 28th Avenue bridge structure are to be relocated.

e. Twelve-inch water main, vault, and fire hydrant at Doernbecker access road transit bridge are to be relocated.

The above corrosion control measures which must be included in the highway/transit way construction have been presented in a general format to facilitate an early decision on the issuing of bid documents. Details of the specific corrosion control measures will be provided when requested.

Should there be any questions or discussion on this matter, please contact our office.

Very truly yours,

Donald M. Waters, P.E.

RCS:cjr

ROW 18-4

May 19, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: J. E. Swan
Operation Programming Engineer

SUBJECT: Water Main Relocation
Bureau of Water Works
NE 28th Avenue Undercrossing
Union Ave.-87th Ave. (Utility Project)
Columbia River (Banfield Transitway) Hwy.
Multnomah County
Project No. IX-68(4)

RECEIVED
TECHNICAL SERVICES
MAY 20 '82
REFER TO
FOR
Info Inves R/O O/R

Here is a copy of an Engineer's estimate of cost, specifications
and plans for a contract to adjust the Bureau of Water Works faci-
lities dated April, 1982. The Bureau will advertise for a low bid
contract.

A certification prepared by Gary Kennen as to the City of Portland's
rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with
the Bureau of Water Works for over three years regarding water faci-
lity conflicts with the Banfield Transitway construction. The reloca-
tion agreement will, therefore, consist of verbal notification of
conflict, the estimate and sketch submitted herewith and our letter
authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be
issued as required.

The State is not entitled to a credit for expired service life under
the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation
involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of
the Bureau's facilities.

Your approval of the low bid contract relocation agreement, as evidenced
above, and confirmation of your advanced authorization to proceed with
the work as of May 17, 1982 under the provisions of PPM 30-4 and 30-4.1
is requested. Estimated cost to the State is $41,000.

JMC/DES/TTr
Enclosure
cc: E. S. Hunter
J. M. Cartwright
Gary Kennen

9513

I-84

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design Engineer

DATE: May 18, 1982

FROM: AL [illegible]
Region Operations Engineer

SUBJECT: NE UNION AVE.-39th AVE.
Columbia River Highway

1 Vers... ✓
Anderson
Adams ✓
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ROAD DESIGN
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Return To
Action

As discussed on several occasions, I suggest another look be taken at construction signing. Some signs are too large, some too small, some which should be called for are not, and some which are shouldn't be.

I urge modification in construction signing. Over signing fosters disregard of traffic control devices. We can always add signs under the contract, but removal can be a problem.

One particular example is signing of Broadway with 6 foot long flasher-equipped signs warning of freeway construction. Broadway does not intersect the freeway. A very small percentage of Broadway traffic gets onto the freeway. Drivers who do get to the freeway are natives who don't see signs anyway and are fully aware of the freeway construction. The result is very elaborate and expensive signs for a very minor amount of traffic.

Basically, we are having trouble finding a place for the signs where they will not present a physical hazard to bicyclists, pedestrians, and traffic on Broadway.

Enclosed are temporary signing sheets, which I know have already been revised but they are the latest I have. Some suggested revisions are shown on the enclosed plan.

I feel the signing should be changed by letter of addendum considering the legal aspect of construction signing.

ACH/gw
Enclosure

[illegible]

NOTED
W. G. BEARD

81-125-1387

9513

I-84

DES 16

ROAD DESIGN SECTION

May 18, 1982

Bob Sandmann
Special Projects Coordinator
Metro Region

From: Donald R. Adams
Final Design Engineer

Subject: Banfield Transitway
N.E. Union-N.E. 39th Avenue Section
28th Avenue Detour

L ✓
Anderson
Adams
v
Sullivan

RECEIVED
MAY 2 [illegible] 1982
ROAD DESIGN SECTION

Return to
Action

As you know, we have continued to plan for the 48-hour closure of the Banfield Freeway in order to remove a portion of the N.E. 28th Avenue structure.

I believe the closure could be substantially less than 48 hours, based on our experiences on I-5 between Salem and Portland. However, that determination is more properly made in the field after contract award. If the removal can be executed under less traffic delay to the freeway, I would suggest proceeding with a short closure. However, anticipating that this might not be the case, a proposal for temporary direction and protection of traffic has been drafted. It requires significant adjustment of concrete rail, uses sequential signs and additional standard signing. I have enclosed a copy. If you wish additional copies, please contact either Bill Beard or me.

DRA:ja

enc.

cc Bill Beard

FLA

1513

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/18/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 39th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave, signing, structures, illumination and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Attachment #1

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5/11/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $38,883,138 Federal Funds $11,476,019 (Appn. Code 580)

A signed copy of the Title Sheet is returned herewith.

(	TEC	F.F.)
(Highway (FHWA-580)	$13,501,199	$11,476,019)
(Highway (UMTA)	15,754,970	13,391,721)
(LRT (UMTA)	9,626,969	8,182,663)

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FOR
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6-9-82

14. DATE 5/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/17/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland) (LRT and Banfield)

11. GENERAL DESCRIPTION OF WORK
Correction - See below

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Correction See below

13. REMARKS

My PR-1240 with authorization date of 5/17/82 for the City Portland, Bureau of Water Works to proceed with actual adjustments to the water main relocation at NE 28th Avenue Undercrossing using the contract method at a TEC of $41,000 Federal Funds $34,850 is withdrawn. This work is to be charged to UMTA Project OR-23-9001 and a PR-1240 will be issued charging that project.

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STATE HWY ENGR
JUL 19 '82
REFER TO
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FOR
Info Inv. R/D C R [illegible] Act. File

14. DATE 5/17/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

I-84

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 27, 1982

In Reply Refer to
File No.
26-1959
(334)

DON MacDONALD, Project Director
Banfield Light Rail Project
Tri-Met
421 S.W. Fifth, Suite 600
Portland, OR 97204

1 Versteeg ✓
Anderson
2 Adams
3
4 Sullivan

RECEIVED
APR 28 1982
ROAD DESIGN
SECTION

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Return To
Action

Subject: Stray Current Effect

After our meeting on April 22, 1982 with Manit Churanakoses and John Gustafson regarding continuation of the stray current analysis to determine impacts and mitigation, I received word that our decision is that Tri-Met should have their consultant continue with the impact and mitigation phase. Our decision is based on the fact that the light rail facility is the source of concern and that it is Tri-Met's responsibility to make all necessary studies to determine the impacts to adjacent facilities and ways to minimize impacts by appropriate mitigation.

If studies indicate other than standard construction practice or material in walls, structures, pavement, drainage, barriers, etc., this needs to be identified and considered for mitigation. We need to know as soon as possible the results of the stray current impact and mitigation study so that required protective measures can be taken during construction.

I am supplying Manit with plans for the roadway, wall and structure designs for the Union Avenue-39th Avenue section. If more information is needed, please contact me.

Robert A. Sandmann
ROBERT A. SANDMANN
Special Project Coordinator

cc: E. L. Hardt
E. S. Hunter
Walt Hart
J. H. Versteeg
Tony Venturato
Manit Churanakoses

[illegible] Frick

Meeting 5/7/82 w/ [illegible] TM.
Tri-Met re. their consultants findings — indicated that what needs to be done. [illegible] 5/3/82

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 27, 1982

In Reply Refer to
File No.
26-1959
(334)

DON MacDONALD, Project Director
Banfield Light Rail Project
Tri-Met
421 S.W. Fifth, Suite 600
Portland, OR 97204

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Robert A. Sandmann
ROBERT A. SANDMANN
Special Project Coordinator

cc: E. L. Hardt
E. S. Hunter
Walt Hart
J. H. Versteeg
Tony Venturato
Manit Churanakoses

cy 4-30-82

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APR 28 '82
REFER TO

[illegible]
Banfield

STATE OF OREGON **INTEROFFICE MEMO**

TO: Robert Sandman
Special Project Coordinator

DATE: April 23, 1982

FROM: A.D. Olson
Preliminary Design Engineer

SUBJECT: Banfield Transitway
Stray Current Effect

The question of whether Tri-Met or ODOT should proceed with a study of stray currents, their extent, counter measures, etc. has been discussed.

It seems obvious that it is Tri-Met's responsibility to make all necessary studies to determine the impacts their facility might have under each alternate they might consider and to minimize these impacts by appropriate mitigation. If their studies indicate other than standard construction practice or material in walls, structures, pavement, drainage, etc., this needs to be identified and considered in their choice of alternate and mitigation.

It may be that ODOT will want an independent review of the situation or of Tri-Met's findings; however, the primary responsibility for and control of the stray currents lies in the selection, material and construction of the light rail facility under Tri-Met's direction.

ADO:kg

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FOR

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26-1959(3301)

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TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

BANFIELD LIGHT RAIL PROJECT
421 S.W. 5TH, SUITE 600
PORTLAND, OREGON 97204

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Action

April 7, 1982

Mr. Bob Sandmann
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Dear Bob:

For the Banfield Freeway construction unit 1, from N.E. Union Avenue to N.E. 39th Avenue, the LRT corridor proposed retaining walls shall meet the following requirements:

(a) The outside face of the walls must be vertical and located 16 feet from the "LR" line.

(b) Walls must be designed to include, but not be limited to, the following loading requirements: placement of ballast and subballast; track loadings:

Track Loadings - superelevated tracks (6") with 6'-2" centerline tracks to back of wall and lateral forces transmitted through ballast;

Catenary Poles - 200,000 foot pound moment at ground surface; loading caused by placement of cables in conduit systems - 3,000 pound pull in cable;

Weight of Conduit System - 50 pound/foot dead load, approximate.

(c) All walls elements shall have provisions for corrosion protection resulting from both galvanic and stray currents. They shall include, but are not limited to, well-drained, non-organic, granular backfill material; electrical continuity for the reinforcement and structural members; stray currents monitoring system.

cc Walt Hart

REFERRED TO
Beard JC Stoudenmeyer
Cole CC Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Advise any problems JF.

Banfield
Light Rail
Project

(d) The design life expectancy of the walls and their corrosion protection system shall not be less than 100 years after the installation.

(e) The north walls must be capable of extending 3 feet above the top of rail, or provided with the attachments for posts, to support the LRT signal ductbank.

(f) The 6-foot fence above the top of rail shall be provided along, and on top of, the north walls.

(g) There shall be no wall elements projected inside the cross-hatched area of the trackway as indicated in the attached.

(h) To the maximum extent possible, there shall be provisions for the positive drainage from under the trackage area.

(i) Gravel drain material shall be provided for the top 3 feet below LRT subgrade and 2 feet next to the walls (see attached). The gravel drain material shall be 1 1/2" - 3/4", 1-1/4" - 3/4" or 3/4" - 1/2" uncrushed gravel meeting the gradation requirements set forth in subsection 703.12(c) of the Standard Specifications.

(j) The remaining wall backfill material shall be well-drained, non-organic granular special wall backfill material and shall meet the following requirements:

> Special wall backfill material shall be sand, gravel or rock, crushed or uncrushed, or combinations thereof meeting the following grading requirements:

Sieve Size Passing	Percentages (by weight)
3"	100
No. 50	0-100
No. 100	0-10
No. 200	0-6

(k) Weep hole shall be provided along the walls at approximately 2.5 feet below subgrade. It shall be 3" Ø on 4-foot centers.

Please submit the final plans and specifications for our review and comments prior to the advertisement for bid. Tri-Met reserves the right to modify or delete any retaining wall option, if there is any evidence of non-compliance to the requirements as indicated herein.

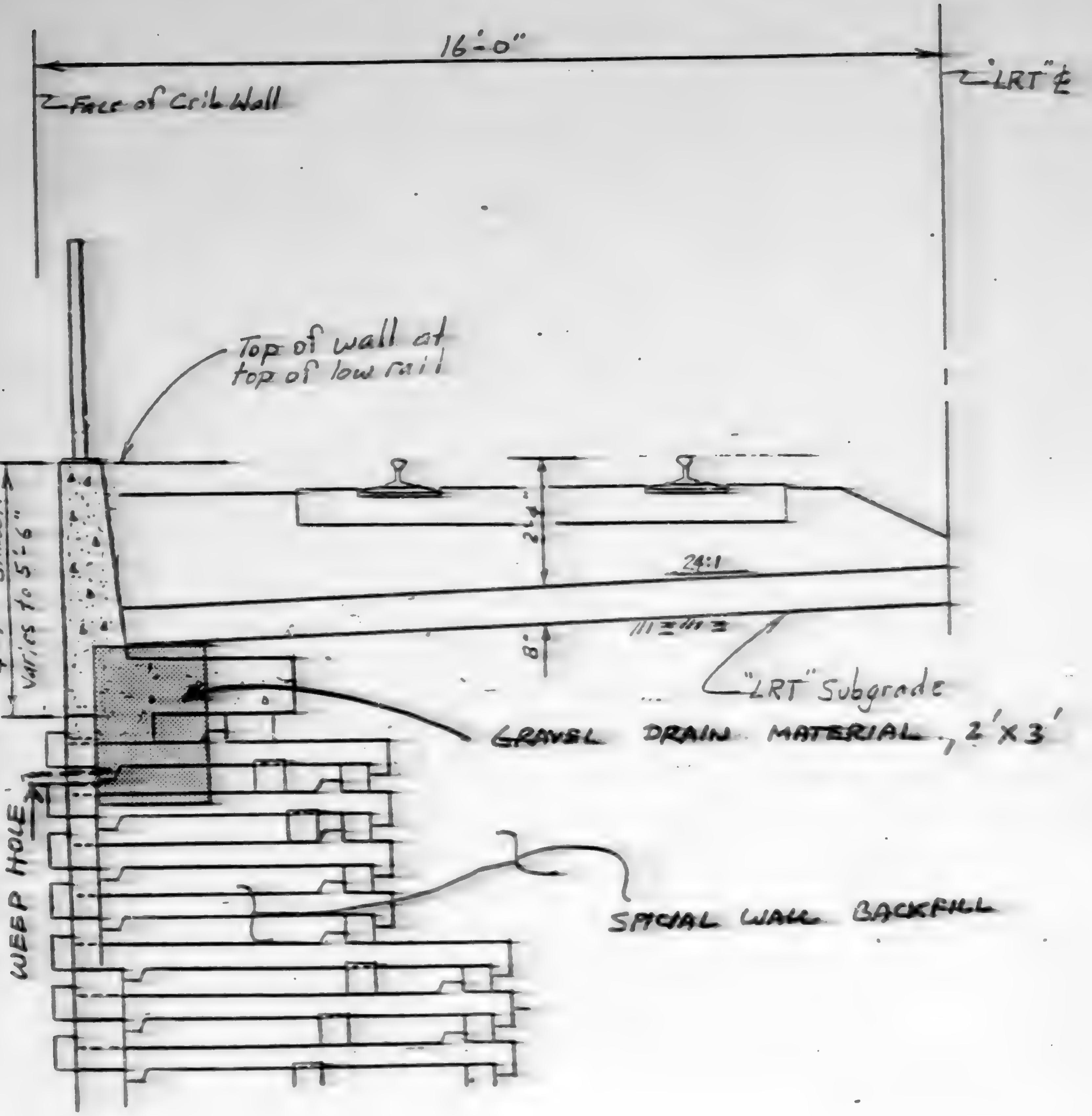
Sincerely,

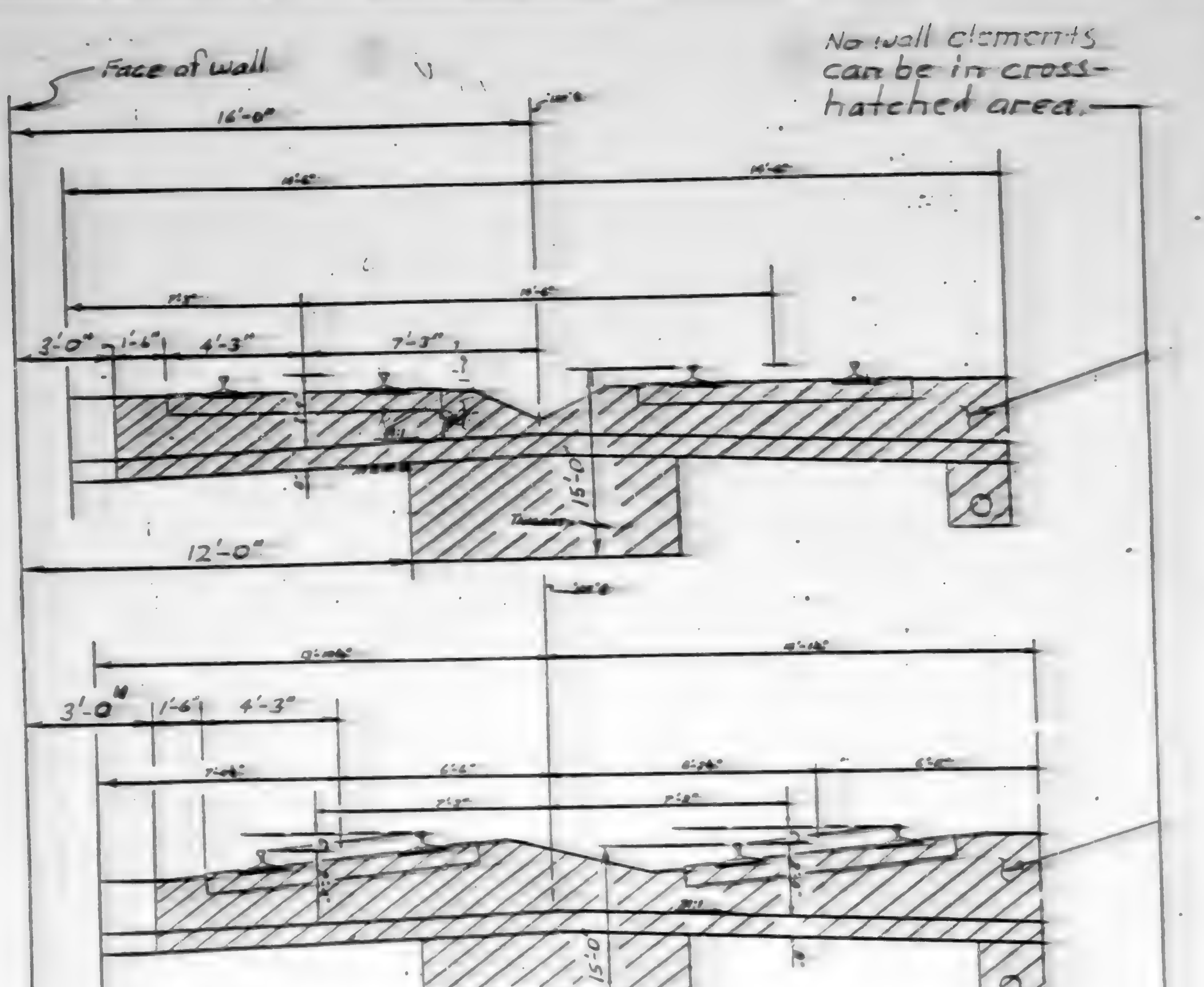
Manit Churanakoses
Project Engineer

MC/das

Attachment

cc: Tony Venturato Bob Arnlund - Bechtel


16'-0"
℄ Face of Crib Wall
"LRT" ℄
Top of wall at top of low rail
4'-7" shown
Varies to 5'-6"
2'-4"
24:1
8"
"LRT" Subgrade
GRAVEL DRAIN MATERIAL, 2'x3'
WEEP HOLE
SPECIAL WALL BACKFILL


Face of wall
No wall elements can be in cross-hatched area.
16'-0"
3'-0"
1'-6"
4'-3"
7'-3"
15'-0"
12'-0"
3'-0"
1'-6"
4'-3"
15'-0"
Curve LT.
12'-0"
2'-8"
1'-6"
4'-3"
2-
1-6
15'-0"
Curve Rt.
2'-0"

I-84

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 5, 1982

In Reply Refer to
File No.
26-1959(310)

L. DAVID HILL, P.E.
Bureau of Streets & Structures
City of Portland
621 S.W. Alder
Portland, OR 97205

Subject: Eastbound Closure, Union Avenue-39th Avenue
Banfield Transitway Project

Attached is an analysis by Don Adams of the proposed eastbound closure of the Banfield at I-5 versus the one-lane traffic operation as proposed by the City.

In view of this analysis, we are requesting City concurrence in the proposed full closure of the Banfield for eastbound traffic for two weekends so that the necessary construction and paving work at Union/Grand and 12th avenues can be accomplished.

I would like to discuss your decision at the meeting to review stage construction plans the week of April 12, 1982. If you have any questions or need more information, please contact me.

Robert A. Sandmann
ROBERT A. SANDMANN, P.E.
Special Projects Coordinator

RAS:hw

cc: Don Adams
Mike Bauer w/attachment
Tom Schwab w/attachment

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1982

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STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 5, 1982

File No: 26-1959(334)

TO: D. R. ADAMS
Final Design Engineer

FROM: R. A. SANDMANN
Special Projects Coordinator

SUBJECT: Union Avenue-39th Avenue
Banfield Transitway Project

4-9-82 Cop

L Versteeg ✓
Anderson
V Adams
Sullivan

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Tri-Met has requested that we include the construction of the eight inch sub-ballast layer as part of our contract. Attached is a specification for sub-ballast material and it appears that our spec for 1½"-0 aggregate base is very similar. Since we will be using the LR Zone for detour, it is very likely that some or all of the detour surfacing could remain or be used as sub-ballast. Please include the sub-ballast construction in our contract. The quantity of material required (assuming no detour surfacing material is useable) is estimated at 7800 cubic yards (12000 tons).

R Sandmann

RAS:hw

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Watson
Discuss
BY FINAL DESIGN ENGINEER

last delivered to the railroad is typical of th
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cordance with the current ASTM Methods

accordance with current ASTM Method

sieve shall be determined in accordance wit
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shall be determined in accordance with th
C 235–1968.

shall be determined in accordance with th
gnation C 142.

be determined in accordance with the curren
C 131 or C 535, using the standard grading
e of ballast specified.

accordance with the current ASTM Method

be determined in accordance with the curre
29.

ton, each car shall be weighed if that is pra
h each car, the weight per cubic yard shall b
ds as may be ordered by the engineer, not les
the contents of which have been carefully
rd obtained by such a test shall be used
additional tests are made.

2.9.8

When ballast is paid for by the cubic yard, the quantity shall be determined, where practicable, by applying the weight per cubic yard as determined in 2.9.1 above. When impracticable to determine the weight per cubic yard, the contents of each car shall be carefully estimated by comparison with cars, the contents of which have been accurately measured.

2.10 SPECIFICATIONS FOR SUB-BALLAST

As in the case of ballast, a wide range of materials may be used as sub-ballast, depending on economics and availability. Ordinarily, sub-ballast will not include ordinary side-borrow materials but will be selected to conform to specifications and, therefore, will consist of imported materials that are hauled to the job location.

The thickness of the sub-ballast to be placed on the completed subgrade may vary, but excellent results have been obtained with a thickness of 12 in. Where practical, sub-ballast should be placed in layers and thoroughly compacted in accordance with standard practice for the formation of roadway so as to form a stable foundation for the ballast.

Materials intended for use as sub-ballast shall conform to current ASTM designation D 1241 as to quality.

A suggested dense graded aggregate is listed below:

Sieve Size	2"	1"	¾"	No. 10	No. 40	No. 200
% Passing (Optimum)	100	95	67	38	21	7
Permissible Range % Passing	100	90–100	50–84	26–50	12–30	0–10

2.11 PROCEDURE FOR REPLACING BALLAST AND SUB-BALLAST BY TRACK REMOVAL

2.11.1 Preparation

The area where the turnout or track is to be temporarily stored during the undercutting is to be cleared and leveled to the extent that possible damage to track is minimized. Provision for temporary roadways, stockpiles for material and room to place excavated material shall be provided. Provisions for communication and signal work and lights as necessary shall be made.

2.11.2 Removal of Track

Switches and tracks shall be removed carefully and placed in a location sufficiently far away from its original position to allow the ties to be in the clear of the cut slope of the excavated area. The end of ties in their temporary location should be not less than 3 ft from the end of ties in their original location where practical.

2.11.3 Excavation

Existing material shall be removed to a minimum depth of 1.5 ft, plus or minus 0.1 ft, below bottom of crossties. Vertical cut shall be made at the face of the ties that are left in the track to the full 1.5 ft depth. Excavation shall extend in width to a point 2.0 ft beyond end of original tie location.

STATE OF OREGON

INTEROFFICE MEMO

DATE March 17, 1982

TO: R. N. Sandmann
Special Project Coordinator

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT:
Banfield Transitway
Stray Current Corrosion
N.E. Union Ave.-N.E. 39th Ave. Section
LRT (Banfield)
Columbia River Hwy. (I-84)
Multnomah County

In the meeting with Tri-Met staff on March 12th, they stated that stray current corrosion would be no problem for structures built along the Light Rail right-of-way. The only problem that might be encountered would be near the Transit Stations. Unit 1 does not have any transit stations in the vicinity.

Tri-Met has indicated that they have retained a consultant engineer to deal with any stray current problem that might develop. They indicated that the consultant is available only through Tri-Met. If this is the case, would you please have Tri-Met get assurances from the consultant, in writing, that on the Union Avenue-39th Avenue Section of the Banfield Freeway no bonding, or grounding, or special precautions with the structures need to be taken. If any special precautions need to be taken, then Tri-Met must assume the cost.

In the next Section of the Banfield Freeway, three Transit Stations are in the near vicinity of freeway structures. Tri-Met's consultant should tell us what precautions to our structures are needed prior to construction.

GJB:smd

cc E. S. Hunter
H. Versteeg
J. Jenkins

[illegible]

MAR 18 1982

Contains Recycled

1515

1-84

ROAD DESIGN SECTION 378-6558

DES 16

March 18, 1982

Bob Sandmann
Special Projects Coordinator

Don Adams
Final Design Engineer

N.E. Union Ave. -
N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

RECEIVED
MAR 18 1982
ROAD DESIGN SECTION

The March 1, 1982, City of Portland letter to you has been received and we offer the following comments:

Most of the changes asked for have been revised on the plans or in the specifications. The City states that the street connection from 35th Avenue to the PGE property must be a 20 foot wide curbed section if the City is to take it over. We are revising the plans to show this.

At 39th and Halsey lighting will be provided as requested. The new grade for the sidewalk along Halsey at the end of closed 39th Avenue is a 10% grade so no steps or handrail will be included.

The City requested more widening of Halsey Street East of the proposed 43rd Avenue off ramp. We will not plan on this as our obligation ends at the proposed new ramp.

DA:rlr

cc: Norm Henry

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

March 1, 1982

L
Anderson
2 Adams

BANFIELD TRANSITWAY
OFFICE
MAR 04 1982
EAS

Bob Sandmann
Special Projects Coordinator
ODOT-Metro
5821 NE Glisan Street
Portland, Oregon 97213

Re: Review/Comments of NE Union Avenue to NE 39th Avenue Section of Banfield Plans

Dear Bob,

Please find below a summary of City staff comments of the subject plans. The comments are listed by the plan page numbers. The following staff reviewed these plans: Bob Graham of our Structural Maintenance Section, Steve Dotterrer from the Bureau of Planning, Mike Bauer and others from Traffic Engineering, and me.

pg. 2A-2 FR Line Section: Add 4' wide sidewalk to right hand side to ensure compatibility with plan view page 10-A.

pg. 2D through 2D-23 Stage Construction, Temporary Protection and Direction of Traffic: No comments since plans are incomplete. We will want to review this information once the plans are complete.

pg. 7A Fence along top of retaining wall on south side of NE Holladay Street, NE 23rd to 24th Avenue: Our understanding is that the fence will only run along top of wall as height of wall dictates for protection from falling.

pg. 8A A special note concerning the access to the old Barker Furniture Manufacturing Facility (extension of NE Holladay Street east of NE 28th); this is the only good access to this facility and must be kept open at all times for emergency access unless other arrangements are made.

pg.10A NE Clackamas Street removal plan should stop at Access Control Line with guard rail placed there. Sidewalk should be retained or rebuilt along the west side of NE 33rd between NE Clackamas Street and the new off-ramp. Private driveway along the south side of western extension of NE Halsey (between 33rd & 34th Avenue) should be 15' wide for easier turnaround of vehicles.

pg. 11A Construction of new access-extension of NE Halsey between NE 35th Avenue and Freeway: If this access is to be City maintained, it will have to meet the minimal City standards (20' width, curbs, adequate turnaround at terminus, etc.). Otherwise, it should become the responsibility of either the adjacent users or ODOT. At the realignment of NE 37th Avenue at NE Sandy Boulevard, ODOT should consider an alternative location/treatment for the guardrail. Possibly, it could be set back towards the retaining wall and partially screened with landscaping.

pg. 12A NE 39th Avenue and NE Halsey Street: How high is the retaining wall along the northern side of NE Halsey Street at the south-easterly corner of the motel? Adequate lighting will have to be provided by the project to ensure that this "tunnel" is well lit at night. What will become of the use for unused land after southbound lanes on NE 39th are closed and removed? If the new sidewalk along NE Halsey at the end of closed 39th Avenue exceeds a 12% grade, then steps and a handrail must be constructed to lessen the grade. Along NE Halsey Street at NE 41st and NE 42nd Avenue: Change the northeasterly corner radius to 15' at 41st, change the northwesterly and northeasterly corner radiuses to 15' at 42nd in order to provide more sidewalk behind the curb radius for pedestrians. As part of the Hollywood Project, NE 42nd Avenue will be rebuilt as a narrower street/wider sidewalk for pedestrian usage to and from the proposed Hollywood LRT station. Once we have determined the configuration of NE 42nd Avenue, we will coordinate with ODOT to ensure compatibility of the two separate projects.

Since the location of the proposed 43rd Avenue off-ramp is known, we recommend that NE Halsey be rebuilt as far easterly as possible leaving only the area where the new ramp connects to NE Halsey to be rebuilt. The guardrail on the northerly side of NE Senate Street just easterly of NE 39th Avenue can now be removed.

General Comments: At this point, the City of Portland assumes that it has not accepted any future responsibility for any vacant or unused land and/or landscaping that will be created by this project. We understand that the responsibility for these items will remain with the ODOT until the project is essentially finished at which time the City of Portland and the ODOT will review each parcel/area and make a determination as to its responsibility.

The City of Portland will also, once the project is finished, review all of the deadend streets adjacent to the Banfield and make a determination for legal street vacation.

Sincerely,

L. David Hill, P.E.
Arterial Street Design
Bureau of Street & Structural Engineering

LDH:jw

95.3

FLA 8
Banfield

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-)
NE. Union-NE. 39th Section
Banfield Transitway

Date: March 9, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in your public interest finding for State Forces to perform detour signing as explained in Mr. Adams' letter dated March 5, 1982. This can appear as an anticipated item in the PS&E.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (D R Adams, Dsgn Eng)

7513

I-84

ROAD DESIGN SECTION 378-6558

March 5, 1982 ✓

1 Versteeg
Anderson
Adams
2 Olson ade
3 Sullivan jws
Terpin
Trout
Wakerlig

RECEIVED
MAR 5 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR. 97301

Dear Mr. Wilken,

Re: Supplemental Detour Signing
N.E. Union Ave~~-N.E. 39th Ave. Sec.~~
Columbia River Highway
Multnomah County

Construction on the project will require closing the Westerly portion of the Columbia River Highway to Eastbound traffic for two week-end periods. This will necessitate re-routing traffic that would enter the highway Eastbound prior to the 16th Ave. on-ramp.

To accomplish the re-routing, rather extensive detour signing will be necessary for both North and Southbound traffic on I-5 and 99E, Eastbound traffic from I-405, US 26 and the many feeder streets from industrial areas that would normally enter the subject highway in the afore-mentioned portion.

Covering or uncovering portions of existing guide signs installation or display and covering of detour route signing will have to be accomplished in a very short period of time, requiring men skilled in sign handling and good co-ordination of same. The estimated cost is $25,000.

We feel that it is in the best public interest for both safety and minimizing and damage to existing guide signs that this work should be accomplished by State Forces. We request your concurrence and approval in this matter.

Very truly yours,

Don Adams
Final Design Engineer

DA:rr

cc: C. T. Keasey
E. L. Hardt
R. L. Schroeder
W. G. Beard

OREGON STATE HIGHWAY DIVISION

TO: Don Steudenmeyer

SUBJECT: Banfield; Temp Signing.

FROM: Don Adams

DATE: 3/3/82

FHWA, Christiansen, is agreeable to State Forces installing temp signing for I-205 closure. Est. Cost $25,000. Need a justification; ie, finding in public interest. Please draft something up that staff can use in approval process as such a "finding."

Don
(SIGNATURE)

PLEASE REPLY HERE

CC ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9513

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: March 1, 1982

FROM: D R Adams
Donald R. Adams
Final Design Engineer

SUBJECT:
Permanent Signing
N.E. Union-N.E. 39th Avenue
Banfield Transitway

The preliminary signing plans for this project have not been completed. Permanent sign plans will not be included in the subject project. Sufficient information is available to spot the foundations for overhead sign structures and provide for those foundations in the contract. Any actual structures and the signs thereon will be delayed until a later contract period. This might be a separate contract or an add-on to the section from 39th to 82nd.

DRA:ja

cc R. N. Bothman
Bob Sandmann
L. E. George
Don Stoudenmeyer
Bill Beard

RECEIVED
STATE HWY ENGR
MAR 3 '82
REFER TO
FOR

Info	Inve	R/D	D R	Sign	Act	File
X						

3-4

PLA 8
Banfield

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
DES 16

TO: Ed Hardt
Region I Engineer

DATE: February 26, 1982

FROM: E S Hunter
E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Banfield-Union Avenue-39th Avenue Section

SE RME RSE
TE RECEIVED PGM
UE RSC
SO REGION I RBI
TO

NOTED
E. S. HUNTER

I have been reviewing progress on the Banfield-Union Avenue to 39th Avenue Section with Walt Hart and find that it will be difficult to meet the proposed ad date of May 27, 1982. It would appear that checking and drafting can be completed in time to advertise the project some time during the month of June.

All parties interested in this project in the Metropolitan area should be advised of the proposed delay.

ESH:ja

cc H. S. Coulter
Bob Sandmann
J. H. Versteeg
Walt Hart

RECEIVED
TECHNICAL SERVICES
MAR 5
REFER TO
FOR
Info Invest R/D U.R. Sign Act File

cc: Barnhart

cc: Ed Hunter - No problem here. We don't need the work in May and we prefer the plans be complete before the job is advertised.
E.L. Hardt

Pla ?
[illegible]

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: February 24, 1982

FROM: Roger D. Trygstad
Railroad & Utility Engineer

NOTED
H. S. COULTER

SUBJECT: SXF 1276
Crossing No. 2A-2.6-A

Attached is a copy of Order No. 82-118 issued by the Public Utility Commissioner on February 19, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2) - Please give copy to Proj. Mngr.
M. Payne
R. P. Hamilton
J. L. Sollis
Bob Judson
W. J. Hart

RECEIVED
STATE HWY ENGR
FEB 24 '82
REFER TO
FOR
Info Invest R/D [illegible] [illegible] Act [illegible]

Contains Recycled Materials

ORDER NO. 82-118

ENTERED February 19, 1982

PUC CROSSING NO. 2A-2.6-A
DOT CROSSING NO. 809 155 G
(Existing NE 33rd Avenue
overcrossing)

PUC CROSSING NO. 2A-2.61-A
(Temporary overcrossing)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1276

In the Matter of the Application of)
the STATE OF OREGON, by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.030, to alter an)
overcrossing of NE 33rd Avenue and)
Oregon-Washington Railroad and)
Navigation Company and its lessee,)
Union Pacific Railroad Company, Main)
Line, in Portland, Multnomah County,)
Oregon.)

ORDER

On September 18, 1981, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing overcrossing of NE 33rd Avenue, a street under the jurisdiction of the City of Portland and the main track and right-of-way of Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties in interest as follows: PUC staff by letter dated October 8, 1981; City of Portland by letter dated November 3, 1981; and Union Pacific Railroad Company by letter dated December 3, 1981.

Copies of the application were duly served upon Portland General Electric Company, Pacific Power & Light Company, Northwest Natural Gas Company, Pacific Northwest Bell Telephone Company, Oregon-Washington Railroad and Navigation

Company and its lessee, Union Pacific Railroad Company, City of Portland, Multnomah County, and applicant. No objection has been made to the granting of the application.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan's Gulch area of Portland. Concurrently, the Tri-County Metropolitan Transportation District (Tri-Met) is constructing a double track rail line (for light rail transit use) between Portland and Gresham. Through the Sullivan Gulch area, the new rail transit line will lie between the adjacent Graham Line of Union Pacific Railroad (to the north) and the Banfield Freeway (to the south). There are several existing overcrossings of the transportation facilities in Sullivan's Gulch, including the crossing involved in this matter. It will be necessary to alter this existing overcrossing structure to accommodate the new and altered transportation facilities in the Gulch.

Applicant proposes to alter the existing overcrossing structure from a width of 45.25 feet to 49.5 feet and extend it southerly to accommodate the light-rail trackage and the widened highway. It will be necessary to construct a temporary overcrossing structure adjacent and to the east of the existing overcrossing structure for use during reconstruction of the main structure. The temporary overcrossing will have a width of 33 feet. Upon completion of the project, the temporary overcrossing structure will be dismantled and removed.

Subsequent to the filing of this application, the Commissioner, by Order No. 81-900, entered December 18, 1981, Docket R-65, minimum overhead clearance is now 18 feet 6 inches above top of rail.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. The authority to alter the existing overcrossing structure and to construct a temporary overcrossing of NE 33rd Avenue as requested herein, is hereby granted.

2. Applicant shall:

   a. Alter the existing overcrossing structure to accommodate a roadway 49.5 feet in width, and bear all the cost thereof;

   b. Construct a temporary overcrossing structure easterly of the existing 33rd Avenue overcrossing in accordance with Oregon Department of Transportation Drawing No. 36202, dated June 1981, and bear all the cost thereof;

   c. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least six weeks in advance of any impairment;

   d. Maintain the temporary overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

   e. Maintain all highway appurtenances to the temporary overcrossing structure, and bear all the cost thereof;

   f. Bear all the cost of damage to the temporary overcrossing structure caused by motor vehicle traffic on the highway;

   g. Upon completion of alteration to the existing overcrossing and commencement of use thereof by vehicular traffic, close and remove the temporary overcrossing structure, and bear all the cost thereof; and

   h. Notify the Commissioner upon completion of the project.

3. City of Portland shall:

   a. Maintain the existing overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

   b. Maintain all highway appurtenances to the existing overcrossing structure, and bear all the cost thereof; and

   c. Bear all the cost of damage to the existing overcrossing structure caused by motor vehicle traffic on the highway.

4. Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the existing and temporary overcrossing structures, and bear all the cost thereof.

Upon completion of alterations to the existing overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. While the structure is being altered, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.c., above.

Made, entered, and effective 2/19/82.

JOHN J. LOBDELL
Public Utility Commissioner

Pln 1
[illegible]

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: ✓ H. S. Coulter
State Highway Engineer

DATE: February 24, 1982

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1275
Crossing No. 2A-2.97-A

NOTED
H.S.COULTER

Attached is a copy of Order No. 82-119 issued by the Public Utility Commissioner on February 19, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2) - Please give copy to Proj. Mngr.
M. Payne
R. P. Hamilton
J. L. Sollis
Bob Judson
W. J. Hart

RECEIVED
STATE HWY ENGR
FEB 24 '82
REFER TO
OR

81-125-1387

ORDER NO. 82-119

ENTERED February 19, 1982

PUC CROSSING NO. 2A-2.97-A
DOT CROSSING NO. 809 157 V
(EXISTING NE 39TH AVENUE OVERCROSSING)

PUC CROSSING NO. 2A-2.96-A
(TEMPORARY OVERCROSSING)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1275

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter an overcrossing of NE 39th Avenue and Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, Main Line, in Portland, Multnomah County, Oregon.	ORDER

On September 18, 1981, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030 and ORS 763.040, to alter an existing overcrossing and to construct a temporary overcrossing of NE 39th Avenue, a street under the jurisdiction of the City of Portland, and the main track and right-of-way of Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties as follows: PUC staff, by letter dated October 13, 1981; City of Portland, by letter dated November 6, 1981; and Union Pacific Railroad Company, by letter dated December 8, 1981.

Copies of the application were duly served on Portland General Electric Company, Pacific Power & Light Company, Northwest Natural Gas Company, Pacific Northwest Bell Telephone

Company, Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, City of Portland, Multnomah County, and applicant. No objection by any party has been made to the granting of the application.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan's Gulch area of Portland. Concurrently, the Tri-County Metropolitan Transportation District (Tri-Met) is constructing a double track rail line (for light rail transit use) between Portland and Gresham. Through the Sullivan Gulch area, the new rail transit line will lie between the adjacent Graham Line of Union Pacific Railroad (to the north) and the Banfield Freeway (to the south). There are several existing overcrossings of the transportation facilities in Sullivan's Gulch, including the crossing involved in this matter. It will be necessary to alter this existing overcrossing structure to accommodate the new and altered transportation facilities in the Gulch.

Applicant proposes to alter the existing overcrossing structure from a width of 68 feet to 78 feet, and extend it southerly to accommodate the light-rail trackage and the widened highway. It will be necessary to construct a temporary overcrossing structure adjacent and to the west of the existing overcrossing structure for use during reconstruction of the main structure. The temporary overcrossing will have a width of 42 feet. Upon completion of the project, the temporary overcrossing structure will be dismantled and removed.

Subsequent to the filing of this application, the Commissioner, by Order No. 81-900, entered December 18, 1981, Docket R-65, has adopted new rules on standard clearances. Minimum overhead clearance, is now at least 18 feet 6 inches above top of rail.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. The authority to alter the existing overcrossing structure, and to construct a temporary overcrossing at NE 39th Avenue, as requested herein, is hereby granted.

2. Applicant shall:

   a. Alter the existing overcrossing structure to accommodate a roadway 78 feet in width and bear all the cost thereof;

   b. Construct a temporary overcrossing structure westerly of the existing 39th Avenue overcrossing in accordance with Oregon Department of Transportation drawing No. 36204 dated July 1981, and bear all the cost thereof;

   c. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least six weeks in advance of any impairment;

   d. Maintain the temporary overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

   e. Maintain all highway appurtenances to the temporary overcrossing structure and bear all the cost thereof;

   f. Bear all the cost of damage to the temporary overcrossing structure caused by motor vehicle traffic on the highway;

   g. Upon completion of alteration to the existing overcrossing and commencement of use thereof by vehicular traffic, close and remove the temporary overcrossing structure and bear all the cost thereof; and

   h. Notify the Commissioner upon completion of the project.

3. City of Portland shall:

   a. Maintain the existing overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

   b. Maintain all highway appurtenances to the existing overcrossing structure and bear all the cost thereof; and

   c. Bear all the cost of damage to the existing overcrossing structure caused by motor vehicle traffic on the highway;

4. Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the existing and temporary overcrossing structures, and bear all the cost thereof.

Upon completion of alterations to the existing overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. While the structure is being altered, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.c. above.

Made, entered, and effective 2/19/82.

JOHN J. LOBDELL
Public Utility Commissioner

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: February 24, 1982

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1267
Crossing No. 2A-2.9-A

NOTED
H.S. COULTER

Attached is a copy of Order No. 82-115 issued by the Public Utility Commissioner on February 19, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2) - Please give copy to Proj. Manager
M. Payne
R. P. Hamilton
J. L. Sollis
Bob Judson
W. J. Hart

RECEIVED
STATE HWY ENGR
FEB 24 '82
REFER TO
OR

81-125-1387

Contains Recycled Materials

ORDER NO. 82-115

ENTERED February 19, 1982

PUC CROSSING NO. 2A-2.9-A
DOT CROSSING NO. 809 156 N
(Existing NE 39th Avenue
overcrossing)

PUC CROSSING NO. 2A-2.91-A
(Temporary overcrossing)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXE 1267

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter an overcrossing of N. E. Sandy Boulevard and Union Pacific Railroad Company, Main Line, in Portland, Multnomah County, Oregon.	ORDER

On September 16, 1981, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030 and ORS 763.040, to alter an existing overcrossing and to construct a temporary overcrossing of NE Sandy Boulevard, a road under its jurisdiction, and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties as follows: PUC staff by letter dated September 30, 1981; City of Portland by letter dated November 6, 1981; Pacific Power & Light Company by letter dated November 10, 1981; and Union Pacific Railroad Company by letter dated November 30, 1981.

Copies of the application were duly served on Portland General Electric Company; Pacific Power & Light Company; Northwest Natural Gas Company; Pacific Northwest Bell Telephone Company; Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company; Multnomah County; City of Portland; and applicant.

No objection by any party has been made to the granting of the application.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan's Gulch area of Portland. Concurrently, the Tri-County Metropolitan Transportation District (Tri-Met) is constructing a double track rail line (for light rail transit use) between Portland and Gresham. Through the Sullivan Gulch area, the new rail transit line will lie between the adjacent Graham Line of Union Pacific Railroad (to the north) and the Banfield Freeway (to the south). There are several existing overcrossings of the transportation facilities in Sullivan's Gulch, including the crossing involved in this matter. It will be necessary to alter this existing overcrossing structure to accommodate the new and altered transportation facilities in the Gulch.

Applicant proposes to alter the existing overcrossing structure from a roadway width of 68 feet to 70 feet, and extend it southwesterly to accommodate the light-rail trackage and the widened highway. It will be necessary to construct a temporary overcrossing structure adjacent and to the southeast of the existing overcrossing structure for use during reconstruction of the main structure. The temporary overcrossing roadway will have a width of 54 feet. Upon completion of the project, the temporary overcrossing structure will be dismantled and removed.

Subsequent to the filing of this application, the Commissioner, by Order No. 81-900, entered December 18, 1981, Docket R-65, has adopted new rules on standard clearances. Minimum overhead clearance is now at least 18 feet 6 inches above top of rail.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. The authority to alter the existing overcrossing structure, and to construct a temporary overcrossing at NE Sandy Boulevard, as requested herein, is hereby granted.

2. Applicant shall:

   a. Alter the existing overcrossing structure to accommodate a roadway 70 feet in width, and bear all the cost thereof;

   b. Construct a temporary overcrossing structure southeasterly of the existing NE Sandy Boulevard overcrossing in accordance with Oregon Department of Transportation drawing No. 36200 dated July 1981, and bear all the cost thereof;

   c. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least six weeks in advance of any impairment;

   d. Maintain the existing overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

   e. Maintain all highway appurtenances to the existing overcrossing structure, and bear all the cost thereof;

   f. Bear all the cost of damage to the existing overcrossing structure caused by motor vehicle traffic on the highway;

   g. Maintain the temporary overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

   h. Maintain all highway appurtenances to the temporary overcrossing structure, and bear all the cost thereof;

   i. Bear all the cost of damage to the temporary overcrossing structure caused by motor vehicle traffic on the highway;

   j. Upon completion of alteration to the existing overcrossing and commencement of use thereof by vehicular traffic, close and remove the temporary overcrossing structure, and bear all the cost thereof; and

   k. Notify the Commissioner upon completion of the project.

3. Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the existing and temporary overcrossing structures, and bear all the cost thereof.

Upon completion of alterations to the existing overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. While the structure is being altered, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.c. above.

Made, entered, and effective 2/19/82.

JOHN J. LOBDELL
Public Utility Commissioner

9513

ROW 12

I-84

STATE OF OREGON

INTEROFFICE MEMO

TO: R. N. Bothman
Administrator

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

JBBoyd

DATE: February 19, 1982

SUBJECT: Amended Description
File 52261
~~Banfield Transitway~~
39th Avenue

1 Versteeg ✓
Anderson
4 Adams
2 Olson
Sullivan
Turpin
Trout
3 Wakerlig

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FEB 22 1982
ROAD DESIGN SECTION

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Return To
Bring in
Action

The amending of this particular description will create a serious problem in the right-of-way acquisition for the contract to be let on May 28. I believe that this file as amended should require a minimum of six months which would seriously impair the time line for the October expenditures. We will pursue this file diligently and if it is the only file remaining on this first project, we will attempt to get permission from the Federal Highway Administration to withhold this particular file from the contract until we are successfully in possession.

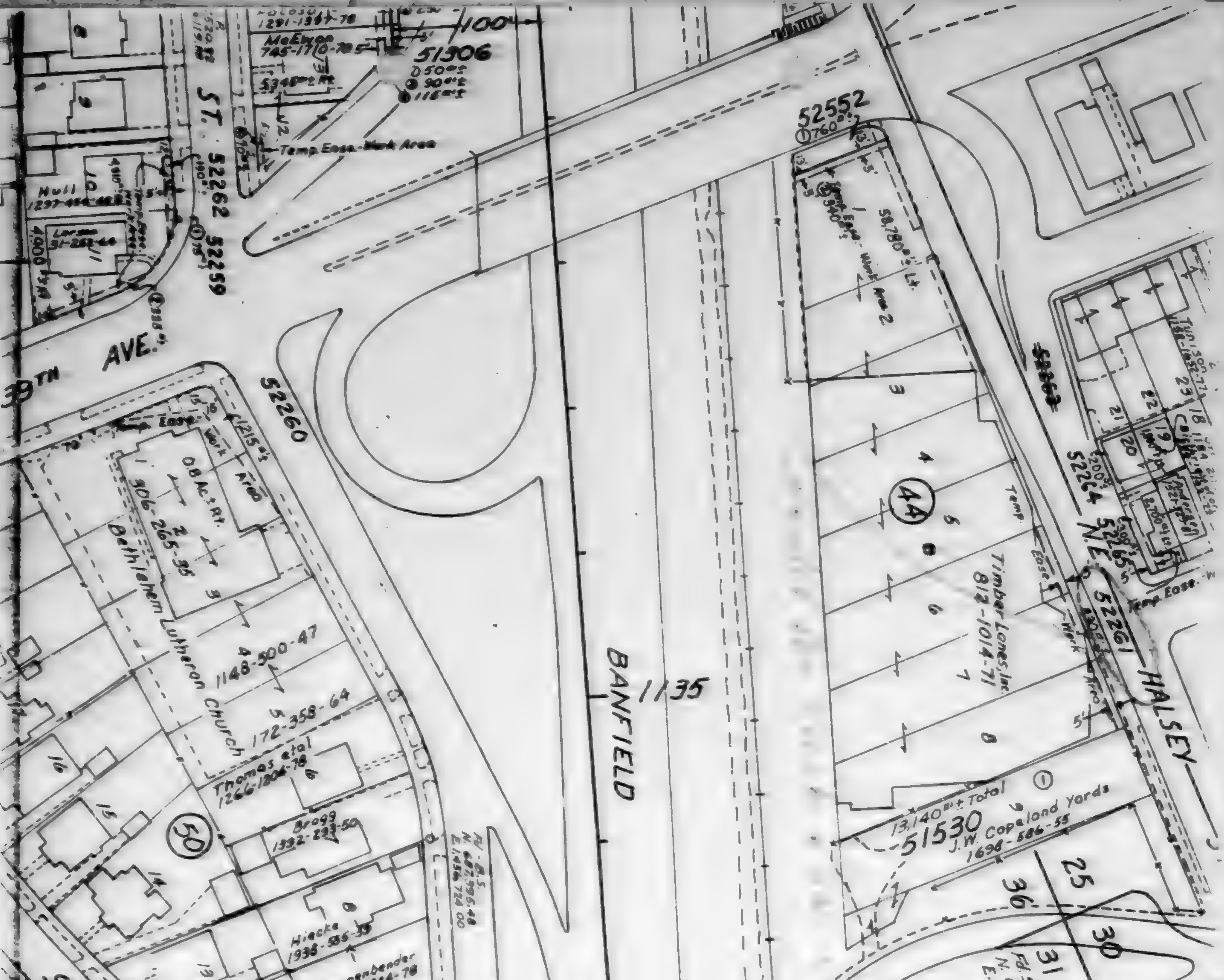
I have discussed this with Mr. Versteeg and Mr. Olson and it appears that there are no innovative methods in which to avoid the problem.

cc: Hal Versteeg
Walt Hart
Bob Sandmann
Steve Green: Please determine if there is any legal document by which the Timber Lanes utilizes the street right-of-way under the 39th Avenue structure for parking. This may also create somewhat of a problem in our negotiations.

REFERRED TO
[Return]
FINAL

What property is this?

41.125.1387


1291-1367-78
McEwen
765-1710-705
100'
51306
50
90
115
5348
Temp. Ease.-Work Area
ST.
52262
52259
Hull
1297-466
Larsen
31-253-66
4000
39TH AVE.
52260
Temp. Ease.
Work Area
1215
70'
0.8 Ac.± Rt.
306-265-35
Bethlehem Lutheran Church
1148-500-47
172-358-64
Thomas et al
1266-1804-78
(50)
Bragg
1332-293-50
Hiecke
1938-585-35
Kuppenbender
1268-1844-78
Waldorf et al
1074-404-75
Kardus
723-1330-70
Smith
1235-282-78
Baker
263-1819-78
Gernick
1132-1800-76
Ison
1101-1180
Wong
ST.
AVE.
BANFIELD
1135
1140
1140+17.75 P.S.
Hayes
2198-282-63
1811-23-56
Zickin
786-566-71
Rotzlaf
1155-768-77
2ND
52552
760
940
Temp. Ease.-Work Area 2
58,780± Lt.
(44)
Timber Lanes, Inc.
812-1014-71
Temp. Ease.-Work Area
13,140± Total
51530
J.W. Copeland Yards
1698-586-55
52263
52264
52265
52261
200
300
Temp. Ease.-W
HALSEY
N.E.
Tunison
1184-1632-77
25
36
30
31
Fd. Sec. Cor.-Small PK (3-6-59)
N. 687,882.19
E. 1,457,027.52
Access Only
1838-355
Brown
657-11
J.W. Copeland Yards
1698-596-55
Vacated
Ord. No. 139008
SEE
U.P.R.R.

D-84

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: February 16, 1982

TO: E. S. Hunter, Asst. State Hwy. Eng.
J. H. Versteeg, G. A. Potter

FROM: Anthony J. George, Coordinating Engineer
Tony
Environmental SEction

SUBJECT: Noise Mitigation Recommendations
Bethlehem Lutheran Church
(39th Avenue @ Senate Street)
Banfield Transitway (Columbia River Highway)
Multnomah County

/ Versteeg ✓
Anderson
Adams
? 2 Olson
Sullivan
Terpin
[illegible]
Wakerlig

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Action

Attached is our completed noise study report for the subject project segment. This report is the seventh in a series of 19 separate reports covering noise mitigation measures for the Banfield project. Our report recommends the construction of architectural mitigation in the form of new window casements and window air conditioners for three rooms in the church. Total estimated cost of the proposal is $5,500 which is $50,000 less than the cost of constructing a noise barrier.

You will note in the report that the mitigation is proposed because it will result in a 2-4 dBA noise reduction, even when the air conditioning units are running (assumes the air conditioner is rather noisy at 62 dBA). This is in contrast to our analysis at Providence Hospital, where interior noise levels would increase if the air conditioning units were installed and running.

The attached figure summarizes all the mitigation proposals for the Banfield project which are still under consideration, as well as those which already have a final decision as of this date.

Your approval of this recommendation is requested.

AJG:ct

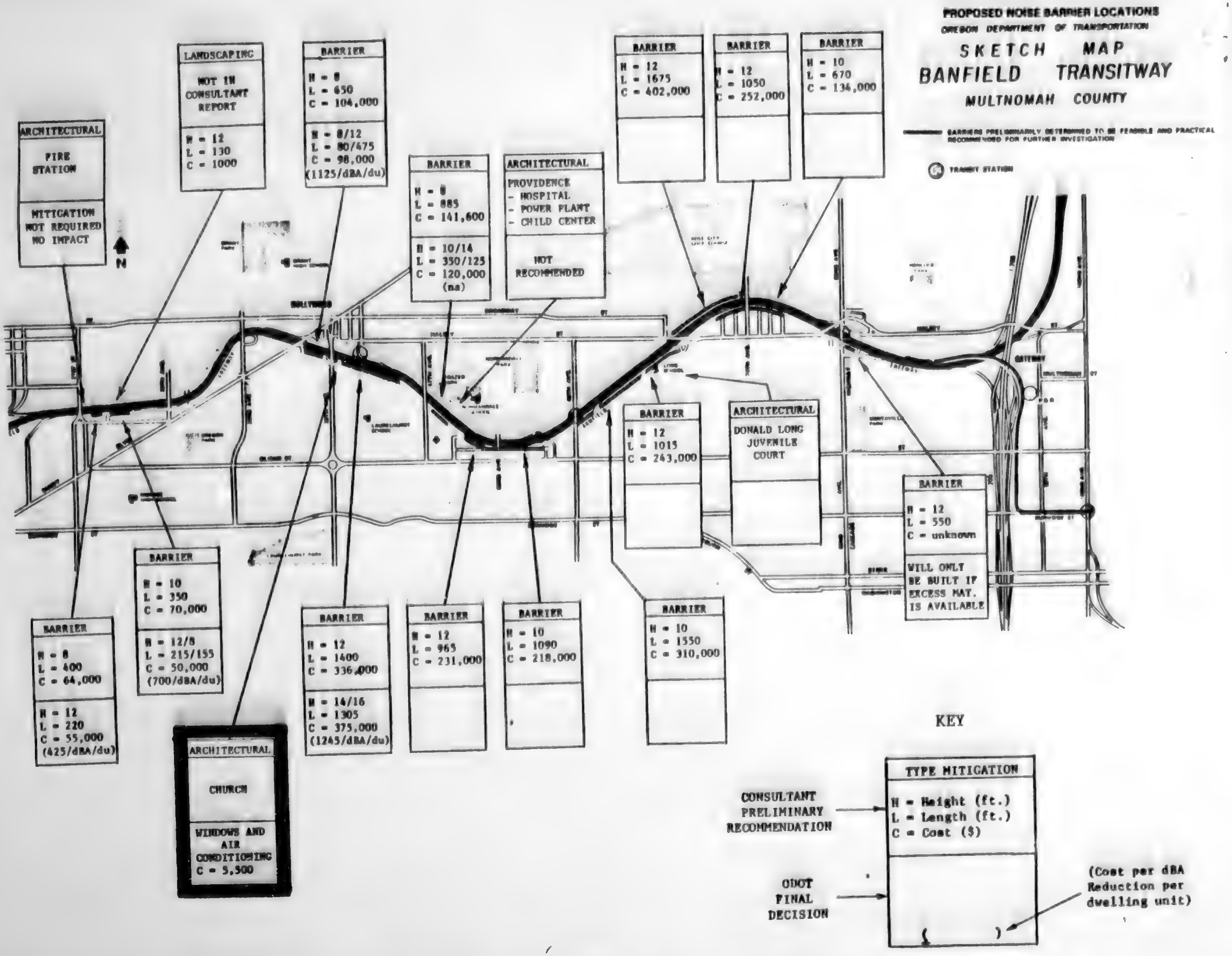
Attachment

cc: Bob Sandmann w/attach

PROPOSED NOISE BARRIER LOCATIONS

OREGON DEPARTMENT OF TRANSPORTATION

SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY


BARRIERS PRELIMINARILY DETERMINED TO BE FEASIBLE AND PRACTICAL RECOMMENDED FOR FURTHER INVESTIGATION
TRANSIT STATION
N
ARCHITECTURAL
FIRE STATION
MITIGATION NOT REQUIRED NO IMPACT
LANDSCAPING
NOT IN CONSULTANT REPORT
H = 12
L = 130
C = 1000
BARRIER
H = 8
L = 650
C = 104,000
H = 8/12
L = 80/475
C = 98,000
(1125/dBA/du)
BARRIER
H = 8
L = 885
C = 141,600
H = 10/14
L = 350/125
C = 120,000
(na)
ARCHITECTURAL
PROVIDENCE
- HOSPITAL
- POWER PLANT
- CHILD CENTER
NOT RECOMMENDED
BARRIER
H = 12
L = 1675
C = 402,000
BARRIER
H = 12
L = 1050
C = 252,000
BARRIER
H = 10
L = 670
C = 136,000
BARRIER
H = 12
L = 1015
C = 243,000
ARCHITECTURAL
DONALD LONG JUVENILE COURT
BARRIER
H = 12
L = 550
C = unknown
WILL ONLY BE BUILT IF EXCESS MAT. IS AVAILABLE
BARRIER
H = 8
L = 400
C = 64,000
H = 12
L = 220
C = 55,000
(425/dBA/du)
BARRIER
H = 10
L = 350
C = 70,000
H = 12/8
L = 215/155
C = 50,000
(700/dBA/du)
ARCHITECTURAL
CHURCH
WINDOWS AND AIR CONDITIONING
C = 5,500
BARRIER
H = 12
L = 1400
C = 336,000
H = 14/16
L = 1305
C = 375,000
(1245/dBA/du)
BARRIER
H = 12
L = 965
C = 231,000
BARRIER
H = 10
L = 1090
C = 218,000
BARRIER
H = 10
L = 1550
C = 310,000
KEY
TYPE MITIGATION
CONSULTANT PRELIMINARY RECOMMENDATION
H = Height (ft.)
L = Length (ft.)
C = Cost ($)
ODOT FINAL DECISION
( )
(Cost per dBA Reduction per dwelling unit)

7513

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Environmental Section

DATE: October 28, 1981 DES 23-2

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT: Noise Mitigation Study
Bethlehem Lutheran Church
1244 NE 39th Avenue, Portland 97232
Banfield Transitway Noise Study
Multnomah County

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
4 Sullivan
Terpin
Trout
Wakerlig

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OCT 30 1981
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We have made a study of the architectural and mechanical alterations necessary to alleviate the noise generated by the relocation of the Banfield Freeway.

We propose to replace both casement windows in each of the three floors facing the freeway on the north side of the building. In each of the window replacements, we would provide space for and install window air conditioning units.

The Estimate for this work, including Engineering and Contingencies, would be $5,500, as itemized below:

Removals	$ 600
Install windows with air-conditioning openings	1,900
Three air-conditioning units including wiring	2,000
	$4,500
Engineering and Contingencies	1,000
TOTAL ESTIMATE	$5,500

GJB:jrb ✓

cc: ✓ J. H. Versteeg

Contains Recycled Materials
81-125-1307

File
Banfield

U.S. Department of Transportation
Federal Highway Administration

NOTED
H. S. COULTER

Memorandum

THE OREGON DIVISION - SALEM

RECEIVED
STATE HWY ENGR
JAN 27 '82
REFER TO
FOR
Info | Inves | R/D | D/H | Sign | Act | File

Subject: Oregon Project IX-68(-), Banfield LRT
NE. 21st Avenue - NE. 39th Avenue
Preliminary Structure Plans

Date: January 26, 1982

Reply to Attn of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

2-3-82

The above preliminary plans which were submitted by Mr. Hart's letter of September 30, 1981 have been reviewed by us and our Regional Office. Staging of this complex project will need careful review by Bridge, Traffic, and Construction. We recommend that these disciplines go over the proposals carefully prior to award. We find the plans generally acceptable but have some comments for consideration.

NE. 21st Avenue - The footing for bents 3 and 4 are placed above a 30'-40' layer of "brown silty clay". Do you have sufficient information to assure that this material will not consolidate? Can the intermediate bents be reduced in size to decrease the excavation trench?

NE. 28th Avenue - Since the footings for the new section will be at elevation 107 or below in the sandy silty gravel, a statement should be included in the plans to assure placement in this material.

Doernbecker Road Overcrossing - Have you investigated placing the concrete slabs on the already cast retaining wall shown on Dwg. 36226? This would eliminate much work behind the wall. To verify the proposed wall bearing capacity an additional test hole should be taken with the subsequent testing to confirm the foundation materials bearing capacity.

LRT Overcrossing Doernbecker Access Road - The design loading for the LRT is acceptable. The use of rented maintenance equipment which represents this load appears to be the least costly procedure to maintain the LRT. Plans should indicate backfilling sequence requirements.

NE. 33rd Avenue Undercrossing - The foundation report indicates that spread footings should be used at 3½ T/sq.ft. for all bents. At bent 5, according to the foundation information, this depth might be insufficient. In the Banfield Canyon, history has shown some logging operations and this might have included roadway backfilling which might not have been uniformly compacted. The westbound on-ramp has only one test hole at the existing structure. Foundation information seems very minimal.

NE. Sandy Boulevard Undercrossing - The foundation plan indicates silt layers up to 0.3' (TB 551). Will this silt present a settlement problem? We note the on-ramp is some 990+ feet long and find no foundation data. We feel additional borings should be taken to confirm the foundation design.

NE. 39th Avenue Undercrossing - The south end abutment test hole shows low blow counts at elevation 150. It is expected that plans will prevent placing a footing on this soft material.

Accurate soil classification of some typical drill holes would assist greatly in determining if some of the material is compressible and if there is sufficient poor quality material to raise concern. We recommend that you review your test samples and send some in for laboratory analysis.

We also note that a storm sewer pipe is proposed as shown in the 21st Avenue structure. Retaining walls are also proposed above the sewer pipe area. Do you have additional foundation information to design these facilities? And, can this information be helpful in the design of the proposed structures?

The plans are approved subject to the considerations outlined.

for Dale E. Wilken

cc:
OSHD (W J Hart, Br)

References:
Pacific Hwy. (I-5) - NE. 47th Ave.
NE. 21st Ave. U'Xing 7035B
NE. 28th Ave. U'Xing 7026A
Doernbecker Access O'Xing 7981A
LRT O'Xing Doernbecker Access 7981B
NE. 33rd Ave. U'Xing & Ramp 7025B
NE. Sandy Blvd. U'Xing & Ramp 7026A
NE. 39th Ave. U'Xing 7042B

9-13

1-84

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: January 22, 1982

File No: 26-1959
(310)

1 Varsteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

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JAN 25 1982
ROAD DESIGN SECTION

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TO: DONALD R. ADAMS
Final Design Engineer

FROM: ROBERT A. SANDMANN
Special Project Coordinator

SUBJECT: Banfield Transitway Project
Banfield Section
Union Avenue-16th Avenue Closure

The proposed 48-hour, week-end closure of the Banfield Freeway between Union Avenue and 16th Avenue and the routing of traffic over city streets has been discussed with Mike Bauer, City of Portland Traffic Bureau. The result of our discussion is:

1. Westbound I-84 to I-5 - - Route traffic off the Banfield at the Lloyd Center exit to Holladay Street. At Grand Avenue, detour traffic to northbound I-5 via Grand and Broadway. The traffic headed for southbound I-5 is to be detoured via Holladay Street, N.E. 1st Avenue, Hassalo and Williams Avenue. (See attached sketches A1 and 2) Also, close all westbound on-ramps from 33rd Avenue through 102nd Avenue.

2. Southbound I-5 to eastbound I-84 - - Route traffic off I-5 at the Broadway exit to Wiedler Street, Union Avenue, Oregon Street, 12th Avenue, and N.E. Irving to the 16th Avenue on-ramp to I-84. (See attached sketches A3 and 4)

3. Northbound I-5 to eastbound I-84 - - Keep the connection in operation and provide one lane through the work area. Close all other ramps. (See attached sketches A3 and 4)

4. At all ramp closures, provide alternative route information.

If you have any questions or need more information, please contact me.

Robert A Sandmann

po

cc: T. H. Schwab
Mike Bauer

9513

I-84

ROAD DESIGN SECTION

DES 16

January 20, 1982

Dick Lenz
Hydraulics Engineer

Donald N. Stoudenmeyer
Design Supervisor

Union Avenue-39th Avenue
Columbia River Highway (Banfield)
Multnomah County

Versteeg
Anderson
Adams
Olsen
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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Action:

Attached are data on the proposed trunk sewer on the subject project.

Please check for adequacy.

DNS:ja

Attachment

cc: Norm Henry

OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

This Sheet
By CUNU

PROJECT: ______ DESIGN FREQUENCY: ______ DESIGN BY ______ DATE ______

STATION	Drainage Basin Index No.	Drainage Basin Area acres	Runoff Coeff.	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area acres	Time of Concent. or Flow Time minutes	Total Time of Concent. minutes	Average Rainfall Intensity inch/hr.	Design Discharge, cfs	Invert Slope %	Pipe Size inches	Capacity Flowing Full cfs	Velocity Flowing Full fps	Length feet	Fall feet	Invert Elevation	Top of Manhole Elevation	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
114 89		.86	.90	.77														
		.99	.60	.59														
					63.53	1.2	53.9	0.77	48.92	0.25	48	63	4.8	330	0.83			
1145+91		.88	.9	.79														
		1.03	.6	.62														
					64.95	1.2	55.1	0.76	49.39	0.25	48	63	4.9	295	0.74			
1142+89		.86	.9	.77														
		.99	.6	.57														
					66.29	1.1	56.2	0.75	49.72	0.25	48	63	4.9	305	0.76			
1139+77		.84	.9	.76														Use 42" For Ease
		.86	.6	.51														Of Transition
					67.56	1.1	57.3	0.74	49.99	1.05	(36)	60	8.5	320	3.36			
1136+52		.78	.9	.70														
		1.25	.6	.75														
					69.01	0.6	58.0	0.74	51.07	1.05	36	60	8.5	333	3.55			

8-37

Form 81 734 2918

to lower the trunk line grade to drain the Sag in the right hal profile necessary. [illegible] grade is held ahead from sta 1131+13 to rejoin Metros Grade line as rapidly as possible. Holding this grade line and sizing pipes for a 25 yr storm results in some runs having capacities far in excess of flows anticipated.

OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

UNION - 39th

PROJECT: Banfield Transitway DESIGN FREQUENCY: 25 Year Storm DESIGNED BY ______ DATE 1/12/82

STATION	Drainage Basin Index No	Drainage Basin Area acres	Runoff Coeff.	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area acres	Time of Concent. or Flow Time minutes	Total Time of Concent minutes	Average Rainfall Intensity inch/hr.	Design Discharge cfs	Invert Slope %	Pipe Size inches	Capacity Flowing Full cfs	Velocity Flowing Full fps	Length feet	Fall feet	Invert Elevation	Top of Manhole Elevation	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
'1130+56																129.40		42' out
		.78	.9	.70														
		1.25	.6	.75														
				1.45	6901	.7	58	0.74										
									51.1	0.66	42"	71						
													7.38	340	2.24			
																127.16		
'1133+16																		
		.82	.9	.74														
		.84	.6	.50														
				1.24	70.25	.8	58.8	0.73										
									51.3	0.66	42"	71						
													7.38	358	2.43			
																124.78		
'1129+58																		
		.77	.9	.69														
		1.05	.6	.63														
				1.32	7157	.8	59.6	0.72										
									51.5	0.70	42"	73						
													7.58	333	2.34			
																122.44		
'11[illegible]+29																		
		.77	.9	.69														
		.78	.6	.47														
				1.16	72.73	.7	60.5	0.72										
									52.4	0.80	42"	78						
													8.11	333	2.58			
																119.76		
'1122+96																		
		.78	.9	.70														
		1.16	.6	.70														
				1.40	74.13	.7	61.2	0.71										
									52.6	0.79	42"	78						
													8.11	346	2.72			
																117.04		
N'1119+82																		

This sewer design based on the grade line supplied by Metro [illegible] are [illegible] minimum. The Trunk Line is lowered @ LN 1113+13 to accomodate drainage from the Light Rail Sag. A flat pipe grade is held from 1113+13 ahead to rejoin Metro's grade as rapidly as possible. Holding Metros Grade Line results in Flowing Full Capacities much higher than Necessary.

OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

Union to 39th
PROJECT: Banfield Transitway DESIGN FREQUENCY 25 Year Storm DESIGNED BY ______ DATE 1/18/92

STATION	Drainage Basin Index No.	Drainage Basin Area acres	Runoff Coeff	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area acres	Time of Concent or Flow Time minutes	Total Time of Concent minutes	Average Rainfall Intensity inch/hr.	Design Discharge cfs	Invert Slope %	Pipe Size inches	Capacity Flowing Full cfs	Velocity Flowing Full fps	Length feet	Fall feet	Invert Elevation	Top of Manhole Elevation	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
																117.04		
V' 1119+82																		
		.78	.9	.70														
		80	.6	.53														
				1.23	75.36	.7	61.9	0.71										
									53.5	0.70	42	73						
													7.8	386	2.72			
																114.32		
V' 1116+23																		
		.71	.9	.64														
		1.28	.6	.77														
				1.41	76.77	.8	62.7	0.70										
									53.7	2.28	42	132						
													13.72	364	8.32			
																106.00		
V' 1113+13																		
		.77	.9	.69														
		1.58	.6	.95														
				1.64	78.41	.5	63.2	0.70										
									55.0	0.24	48	61						
													4.85	395	0.95			
																105.35		42" In
																104.55		48" Out
V' 3+77																		
		.78	.9	.70														
		2.23	.6	1.34														
				2.04	80.45	1.4	64.6	0.68										
									54.7	0.24	48	61						
													4.85	385	0.12			
																103.63		
V' 1106-35																		
		.73	.9	.66														
		1.72	.6	1.03														
				1.69	82.14	1.3	65.9	0.68										
									55.8	0.24	48	61						
													4.85	342	.82			
																102.81		
V' 1103+06																		

Form 81-734-3918

OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

Union To 39-1

PROJECT: Banfield Transitway DESIGN FREQUENCY 25 Year Storm DESIGNED BY ______ DATE 1/19/82

STATION	Drainage Basin Index No	Drainage Basin Area	Runoff Coeff	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area	Time of Concent. or Flow Time	Total Time of Concent	Average Rainfall Intensity	Design Discharge	Invert Slope	Pipe Size	Capacity Flowing Full	Velocity Flowing Full	Length	Fall	Invert Elevation	Top of Manhole Elevation	Remarks
		acres			acres	minutes	minutes	inch/hr.	cfs	%	inches	cfs	fps	feet	feet			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1103+06																102.81		
		.75	.9	.68														
		1.37	.6	.82														
				1.50	83.64	1.2	67.1	0.67										
									56.0	0.24	48	61						
													4.85	334	0.82			
																101.77		
1099+67																		
		.79	.9	.71														
		1.32	.6	.79														
				1.50	85.14	1.1	68.2	0.66										
									56.2	0.24	48	61						
													4.85	218	0.54			
																101.25		
1096+27																		
		.75	.9	.68														
		1.44	.6	.87														
				1.54	86.68	1.1	69.3	0.66										
									57.2	0.26	48	63						
													5.01	225	0.74			
																100.51		
1093-06																		
		.80	.9	.72														
		1.20	.6	.72														
				1.44	88.12	.9	70.2	0.65										
									57.3	1.77	48	166						
													13.21	322	5.70			
																94.81		
1089+47																		
		.79	.9	.71														
		.93	.6	.56														
				1.27	89.39	.4	70.6	0.65										
									59.1	0.45	48	84						
													6.65	342	1.55			
																93.26		
1086+00																		

Form 81-734 3918

OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

Union to 39th

PROJECT: Banfield Transitway DESIGN FREQUENCY: 25 Year Storm DESIGNED BY ______ DATE 1/19/82

STATION	Drainage Basin Index No.	Drainage Basin Area acres	Runoff Coeff.	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area acres	Time of Concent. or Flow Time minutes	Total Time of Concent. minutes	Average Rainfall Intensity inch/hr.	Design Discharge cfs	Invert Slope %	Pipe Size inches	Capacity Flowing Full cfs	Velocity Flowing Full fps	Length feet	Fall feet	Invert Elevation	Top of Manhole Elevation	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
'1086+00																93.26		
		.74	9	.67														
		1.51	.6	.90														
				1.57	90.96	.9	71.5	2.65										
									59.1	.43	48	82						
													6.53	335	1.44			
																91.62		
'1082+66																		
		.78	.9	.70														
		1.40	.6	.84														
				1.54	92.5	.9	724	0.64										
									59.2	.70	42	73						
													759	340	2.18			
																8944		
'1079+27																		
		.74	.9	.67														
		1.31	.6	.78														
				1.45	93.75	.7	731	0.64										
									60.1	1.19	42	95						
													9.87	324	3.84			
																8560		
'1076+03																		
		.77	.9	.69														
		1.41	.6	.85														
				1.54	95.49	.6	73.7	0.63										
									60.1	1.20	42	95.5						
													9.92	335	4.02			
																8158		
'1072+70																		
		.78	.9	.70														
		4.38	.6	2.63														
				3.33	98.82	6	74.3	.63										
									62.3	1.20	42	95.5						
													9.92	340	4.08			
																77.50		
'1069+28																		

OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

Union to 39th

PROJECT: Banfield Transitway DESIGN FREQUENCY: 25 Year Storm DESIGNED BY ______ DATE 1/19/82

8-37

STATION	Drainage Basin Index No	Drainage Basin Area acres	Runoff Coeff.	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area acres	Time of Concent. or Flow Time minutes	Total Time of Concent. minutes	Average Rainfall Intensity inch/hr.	Design Discharge cfs	Invert Slope %	Pipe Size inches	Capacity Flowing Full cfs	Velocity Flowing Full fps	Length feet	Fall feet	Invert Elevation	Top of Manhole Elevation	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
																77.50		
'10'9+28																		
		.75	.9	.68														
		5.46	.6	3.28														
				3.96	102.77	.6	74.9	.63										
									64.7	1.19	42	95						
													9.27	328	3.90			
																73.60		
'1066+00																		
		.75	.9	.68														
		4.26	.6	2.56														
				3.23	1060[illegible]	.6	75.5	.62										
									65.7	1.17	42	94						
													9.77	365	4.26			
																69.34		
'1062+47																		
		.86	.9	.77														
		5.33	.6	3.20														
				3.97	109.97	.6	76.1	.62										
									68.2	1.09	42	11						
													9.46	370	4.02			
																65.32		
'1 59+14																		
		.92	.9	.83														
		6.57	.6	3.94														
				4.77	114.74	.6	76.7	.62										
									71.1	1.19	42	95.1						
													9.88	360	4.29			
																61.03		
L'1055+86																		
		.92	.9	.83														
		6.19	.6	3.71														
				4.54	119.28	.6	77.2	.61										
									72.8	1.25	42	97						
													10.08	354	4.42			
																56.61		
'1052+42																		
						.6												

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OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL FULL FLOW

Union to 39th

PROJECT: Banfield Transitway DESIGN FREQUENCY 25 Year Storm DESIGNED BY ____________ DATE 1/19/82

8-37

STATION	Drainage Basin Index No.	Drainage Basin Area acres	Runoff Coeff.	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area acres	Time of Concent or Flow Time minutes	Total Time of Concent minutes	Average Rainfall Intensity inch/hr	Design Discharge cfs	Invert Slope %	Pipe Size inches	Capacity Flowing Full cfs	Velocity Flowing Full fps	Length feet	Fall feet	Invert Elevation	Top of Manhole Elevation	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
																56.1		
'1052+42																		
		.84	.9	.76														
		1.77	.6	1.06														
				1.82	121.10	.6	77.8	61										
									73.9	.99	42	87						
													9.04	346	[illegible]			
																52.19		
'1048+98																		
		.78	.9	.70														
		.23	.6	.14														
				.84	121.94	.6	78.4	.61										
									74.4	1.39	42	103						
													10.70	300	4.16			
																48.03		
'1045+98																		
		.76	.9	.68														
		.29	.6	.17														
				.85	122.10	.5	78.9	.61										
									74.9	1.14	42	93						
													9.66	353	4.15			
																43.88		42" in
'10[illegible]+39																43.38		48" out
					122.8	.6			75	0.59	48	96						
													7.61	338	1.93			
																41.40		
'1039-10																		
									75	0.59	48	96						
													7.61					
														327'	1.92			
																39.48		
1035+90																		

Form 81-734-3918

OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

Union to 39th

PROJECT: Banfield Transitway DESIGN FREQUENCY 25 Year Storm DESIGNED BY ________ DATE 1/2/82

STATION	Drainage Basin Index No	Drainage Basin Area acres	Runoff Coeff.	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area acres	Time of Concent. or Flow Time minutes	Total Time of Concent. minutes	Average Rainfall Intensity inch/hr	Design Discharge cfs	Invert Slope %	Pipe Size inches	Capacity Flowing Full cfs	Velocity Flowing Full fps	Length feet	Fall feet	Invert Elevation	Top of Manhole Elevation	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1035+90																39.47		
									75	0.59	48	96	7.61	346	2.04			
1032+50																37.44		
									75	0.59	48	96	7.61	338	1.99			
1029+12																35.45		
									75	0.59	48	96	7.61	345	2.04			
1025+64																33.41		
									75	0.59	48	96	7.61	560	3.30			
EW' 10+80																30.11		
									75	1.14	42	93	9.66	214	2.44			
EW' 12+94.42																27.67		

8-37

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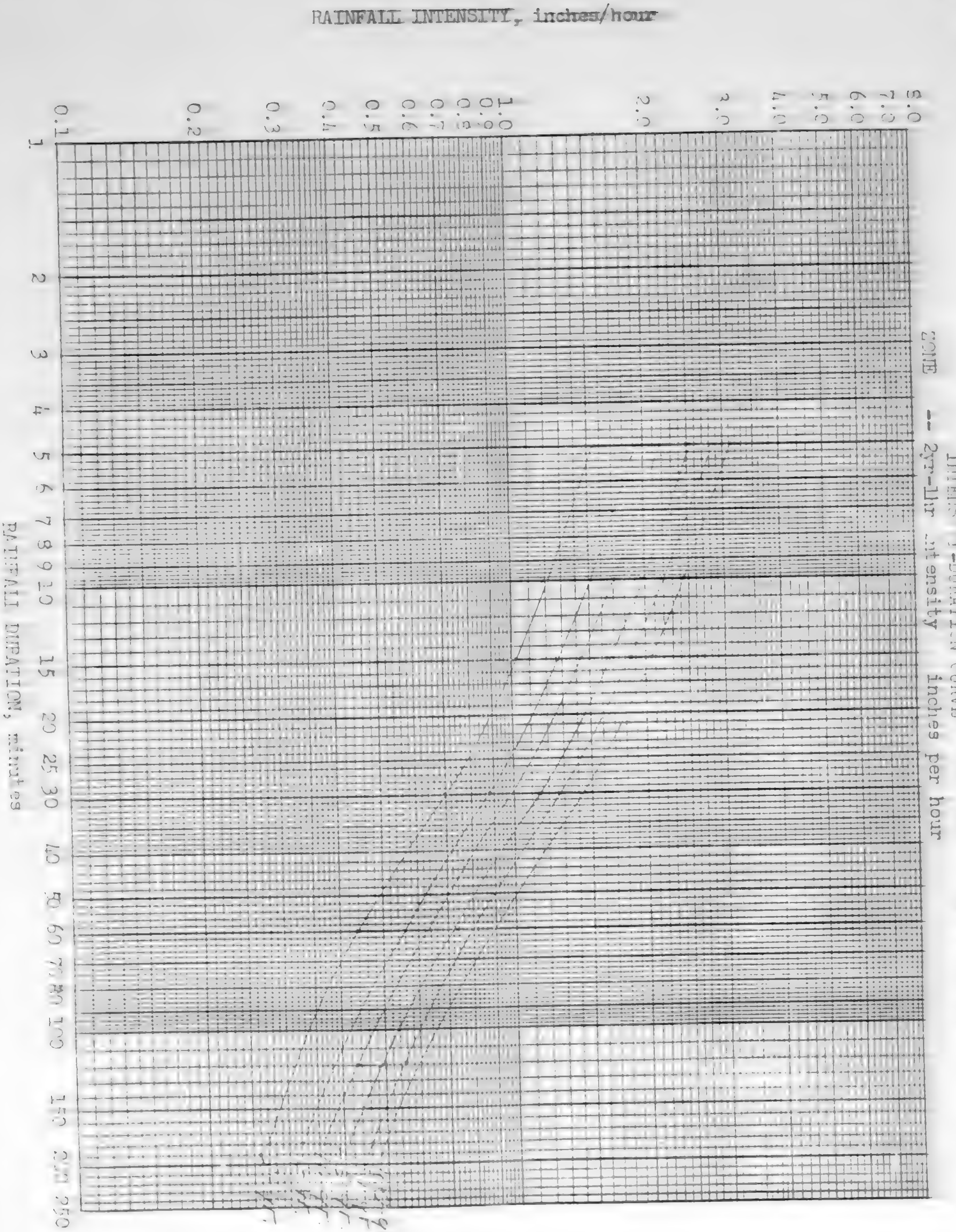
OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

Union to 39th

PROJECT: Banfield Transitway DESIGN FREQUENCY 25 Year Storm DESIGNED BY ______ DATE 1/20/72

STATION	Drainage Basin Index No	Drainage Basin Area acres	Runoff Coeff	Equiv. Area for 100% Runoff (3) x (4)	Total Drainage Area acres	Time of Concent or Flow Time minutes	Total Time of Concent minutes	Average Rainfall Intensity inch/hr	Design Discharge cfs	Invert Slope %	Pipe Size inches	Capacity Flowing Full cfs	Velocity Flowing Full fps	Length feet	Fall feet	Invert Elevation	Top of Manhole Elevation	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
ℓw' 12+94.42																27.67		
									75	1.14	42	93						
													9.66	91	104			
																26.63		
ℓw' 13+85.10																26.63		
									75	1.14	42	93						
													9.66	224	255			
																24.08		
ℓw' 16+10																24.08		
									75	1.14	42	93						
													[illegible]					
														440	502			
ℓv [illegible]0+50																19.06		Approx. Outfall Loc.

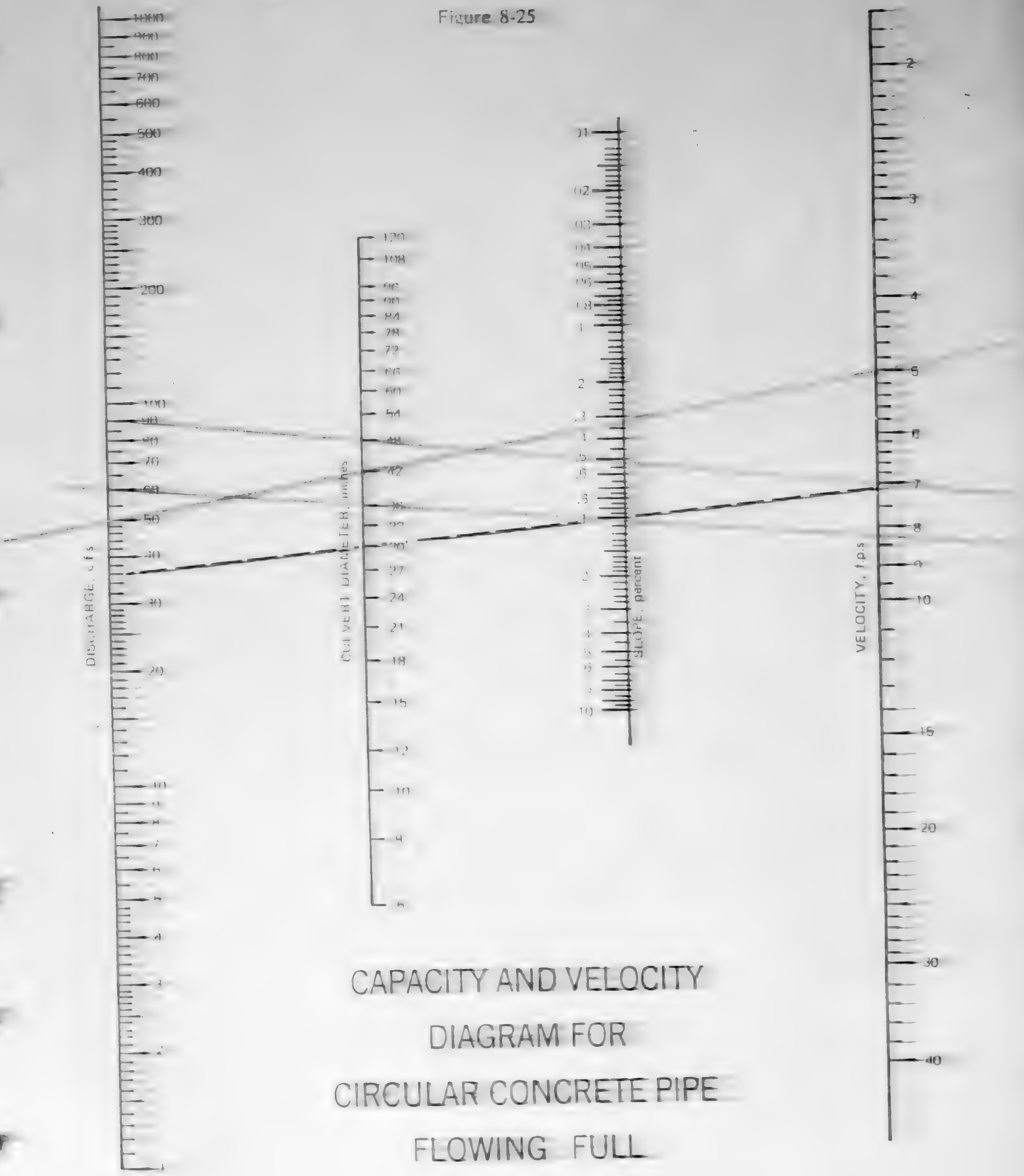
Form 81-734-3918



INTENSITY-DURATION CURVE

ZONE -- 2yr-1hr intensity inches per hour

Figure 8-25



CAPACITY AND VELOCITY
DIAGRAM FOR
CIRCULAR CONCRETE PIPE
FLOWING FULL
n = 0.015

2-84

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter, Asst. State Hwy. Eng.
J. H. Versteeg, G. A. Potter, R. N. Bothman

DATE: December 24, 1981

FROM: Anthony J. George, Engineering Coordinator
Environmental Section

Tony

SUBJECT: Noise Mitigation Recommendations
37th-39th Avenue (South) Section
Banfield Transitway (Columbia River Highway)
Multnomah County

?

1 Versteeg ✓
Jenson
Adams
2
Sullivan
Tarpin
Trost
Wakerley

RECEIVED
DEC 29 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Attached is our completed noise study report for the subject project segment. This report is the fifth in a series of 19 separate reports covering noise mitigation measures for the Banfield project. Our report recommends the construction of a noise barrier 8-12 feet high and 555 feet long. The 8 foot high portion of the barrier would mitigate noise at the commercial building and the 12 foot high portion would mitigate noise at nine residences. The cost per dBA per dwelling unit is $1,125, with a total cost of $98,000. The attached figure summarizes all the mitigation proposals for the Banfield project which are still under consideration, as well as those which already have a final decision as of this date.

Your approval of this recommendation is requested.

AJG:ct

Attachment

cc: Bob Sandmann w/attach

SUMMARY
BANFIELD TRANSITWAY
COSTS OF APPROVED NOISE MITIGATION

Section	Total Cost	Consultant Design Estimated Cost	Difference
21st - 23rd	$ 55,000	$ 64,000	- $ 9,000
23rd - 24th	$ 51,000	$ 70,000	- $19,000
37th - 39th	$ 98,000	$104,000	- $ 6,000
39th - 43rd	$375,000	$336,000	+ $39,000
Bethlehem Lutheran Chruch	$ 5,500	0	+ $ 5,500
47th - 49th	$120,000	$141,600	- $21,600
49th - 53rd	$150,000	$231,600	- $81,600
TOTAL	$854,500	$947,200	- $92,700

NOTE: A (-) in the difference column indicates that total cost is under the consultant prediction, and a (+) in the difference column indicates that total cost is over the consultant prediction.

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August, 1980)

37th - 39th Avenue (South) Section
Columbia River Highway
Multnomah County

RECEIVED

10335
Anthony J George Jr.
July 13, 1979
ANTHONY J. GEORGE JR.

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

December 1981

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Banfield Transitway
Final Noise Study Report
(Supplement to Dames and Moore
Acoustics Technical Report, August, 1980)

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 37th-39th Avenue section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented.

Nine single family residences and one commercial establishment located along the subject section of the Banfield Transitway are predicted to exceed FHWA design noise levels. Predicted noise levels range from Leq 71 to Leq 76 dBA.

An 8 to 12 foot high wall, 555 feet in length, is recommended for construction in this section to mitigate noise levels at the nine impacted residences and the commercial establishment. This barrier would reduce noise levels at the affected structures to levels ranging from Leq 64 dBA to Leq 67 dBA, a reduction of 4 to 12 dBA. This barrier would achieve FHWA design noise levels at the first floor and outside activity areas of all nine affected residences, as well as at the exterior of the commercial establishment.

Estimated cost of the recommended barrier is $98,000. The 8 to 12 foot wall is recommended because it is the minimum height wall that would achieve the FHWA exterior design noise level at all the impacted structures. This is $6,000 less than the cost estimated in the Acoustics Technical Report.

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report are considered to be accurate unless expressely superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 37th-39th Avenue Section, on the south side of the Banfield Freeway.

Figure 1 shows the location of the 37th-39th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. The alignment of the freeway would be shifted southward approximately 30 feet in this section to allow for the new light rail system.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 37th and 39th Avenues, bordered by Senate Street on the south and the Banfield Freeway on the north (see Figure 2). Nine single family residences and one commercial establishment in this area are predicted to exceed FHWA design noise levels. Predicted noise levels at the affected structures range from Leq 71 to Leq 76 dBA. Predicted noise levels in the Acoustics Technical Report were much lower. The consultant predicted that the Leq 67 dBA contour would only pass through the easterly seven residences in this area. Existing noise measurements taken on this project recorded noise levels at the residences greater than the consultant predictions, so new predictions were made. The FHWA noise model, validated by the existing noise measurements, was used for the new predictions. The results of the validation are given in Appendix A of this report.

The commercial establishment predicted to be impacted is located on the extreme west end of the study area. The one-story building is presently occupied by Milkes, Hill, Willes and Company, Certified Public Accountants. Noise levels at the exterior of this structure are predicted to be Leq 76 dBA, which exceeds the FHWA design noise level of Leq 72 dBA for commercial establishments.

The nine impacted single family residences, which are located east of the CPA firm along Senate Street, are all wood frame structures. Eight of the residences have two stories. Only four of the eight two story residences have second story windows facing the Banfield Freeway. These residences are identified as Houses 1, 4, 6, and 9 in Figure 3.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most effective and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B.

The concrete wall recommended for construction in this roadway section would be 8 to 12 feet in height and be 555 feet in length (see Figure 3). This wall would be an 8-foot freestanding wall from Station "BN" 1125+50 to Station "BN" 1126+30, and then a 12-foot freestanding wall from Station "BN" 1126+30 to Station "BN" 1128+30 Right. At Station "BN" 1128+30 Right the freestanding wall would merge into and become a concrete retaining wall already proposed in this section. The height of the retaining wall would be increased at this point to maintain a 12 foot high sound wall. The combination sound wall/retaining wall would then continue easterly at a constant height, until, at Station "BN" 1131+05 Right, the sound wall would end, at a height 4 feet higher than the concrete "GM" barrier on the 39th Avenue offramp. A profile and cross sections of the recommended sound wall are shown in Figures 4 and 5 and the top-of-barrier elevations at key points along the wall are given in Table 3.

The estimated cost of this barrier is $98,000, with a cost per dwelling unit of $9,800 and a cost per dBA reduction per dwelling unit of $1,125. A descriptive summary of each wall alternative considered, including the respective costs, is shown in Table 4 and discussed in detail in Appendix B. The predicted noise reductions at the affected receptors with the recommended mitigation are shown in Figure 3.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Willimas, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

TABLE I

Banfield Transitway Noise Study
37th-39th Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (37th-39th)	1990	6350	590	49
39th Avenue Ramp	1990	940	60	30
39th Avenue	1990	1470	40	31
Sandy Boulevard	1990	2475	35	12

TABLE 2

Banfield Transitway Noise Study
37th - 39th Avenues (South)
Columbia River Highway
Multnomah County

NOISE MEASUREMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.) Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	10:40 a.m. 7-20-81	73	74	95 ft.	4752	178	193	55
2	11:30 a.m. 7-20-81	64	68	125 ft.	5397	145	202	55

TABLE 3

Banfield Transitway Noise Study
37th-39th Avenues (South)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(8 to 12 Foot Wall)

Station	Elevation
1125+50 (Beginning of 8-foot freestanding wall)	$168^{\underline{o}}$
1126+30 (End of 8-foot freestanding wall-abrupt change to 12-foot freestanding wall at this point)	($168^{\underline{o}}$) ($172^{\underline{o}}$)
1128+30 (Connection with retaining wall)	$171^{\underline{o}}$
1131+05 (End of wall four feet above the GM shoulder barrier)	$167^{\underline{o}}$

TABLE 4

Banfield Transitway Noise Study
37th-39th Avenues (South)
Columbia River Highway
Multnomah County

SOUND WALL COST EVALUATION

Wall Type	Barrier Location	Height	Length	Barrier Cost	Cost Per Dwelling Unit	Cost Per dBA Per Dwelling Unit	Recommended
Freestanding Wall Only	1125+50-1129+50 Rt.	8'	400'	$ 60,000	$ 6,000	$1,395	No
		8-12'	400'	$ 86,000	$ 8,600	$1,345	No
		8-14'	400'	$ 96,000	$ 9,600	$1,315	No
Combination Freestanding Wall-Retaining Wall Extension	1125+50-1131+05 Rt.	8'	555'	$ 77,000	$ 7,700	$1,225	No
		8-12'	555'	$ 98,000	$ 9,800	$1,125	Yes
		8-14'	555'	$117,000	$11,700	$1,195	No
Combination Freestanding Wall/Retaining Wall Extension plus Freestanding Wing Wall	1125+50-1131+40 Rt.	8-12'	615'	$112,000	$ 11,200	$1,515	No
		8-14'	615'	$132,000	$ 13,200	$1,500	No

FIGURE 1
PROJECT LOCATION

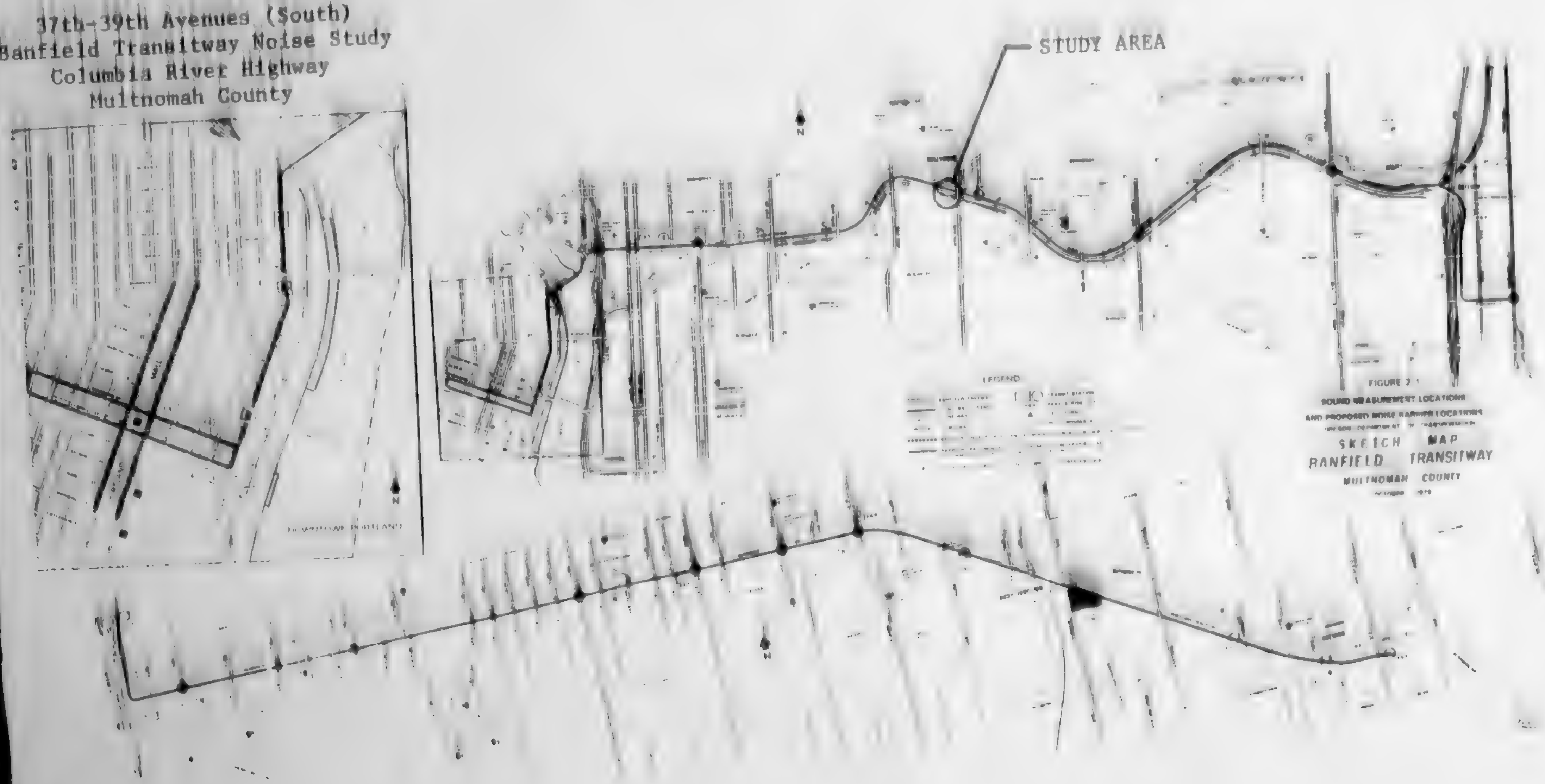
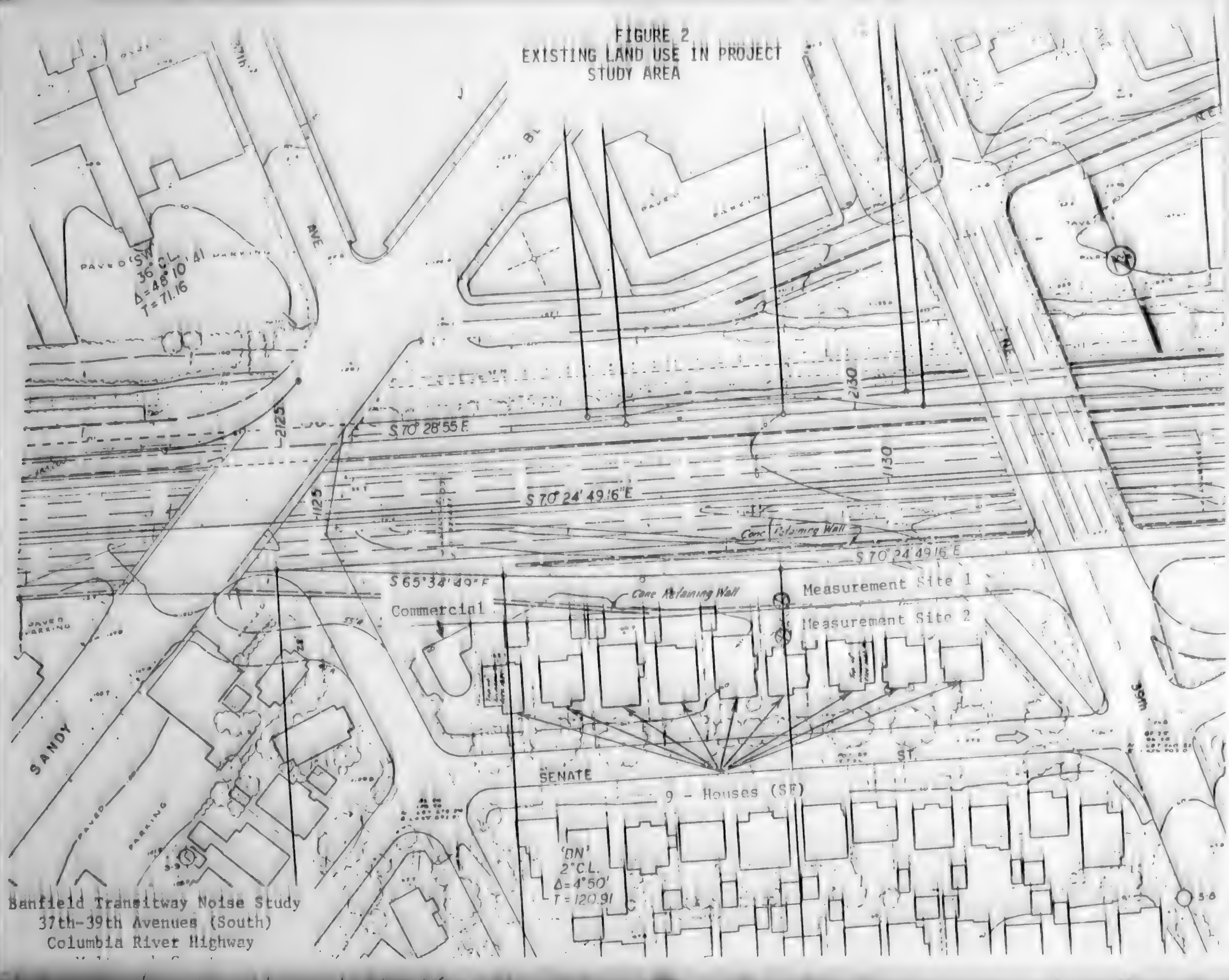

37th-39th Avenues (South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County
STUDY AREA
LEGEND
FIGURE 2.1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
N
N
N
DOWNTOWN PORTLAND

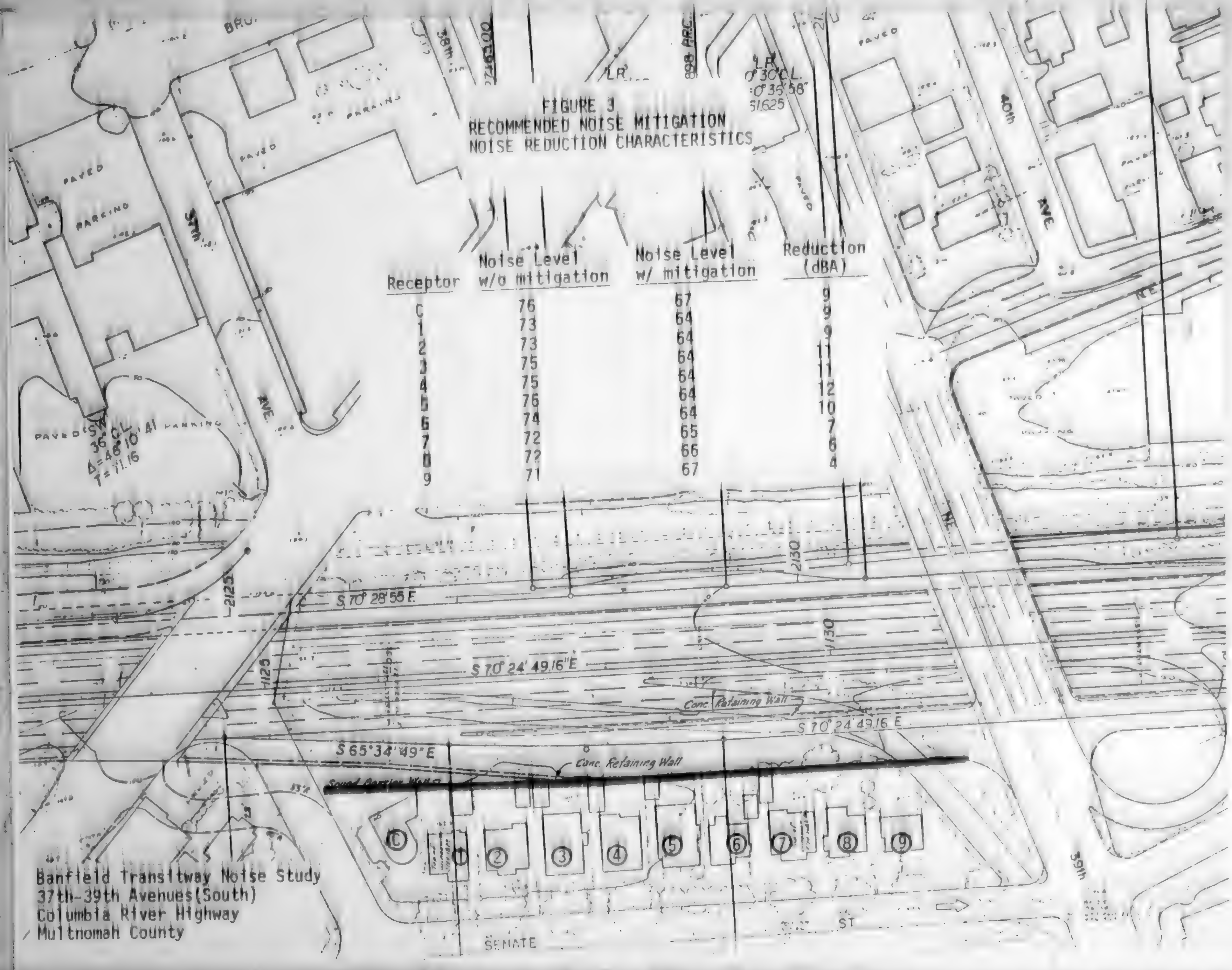
FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA


SANDY
AVE
BL
PAVED PARKING
'SW' 36 C.L. 41
Δ=48°10'
T=71.16
2125
1125
2130
1130
S 70° 28' 55" E
S 70° 24' 49.6" E
S 70° 24' 49.6" E
S 65° 34' 49" E
Conc Retaining Wall
Conc Retaining Wall
Measurement Site 1
Measurement Site 2
Commercial
SENATE ST
9 - Houses (SF)
'DN'
2° C.L.
Δ=4°50'
T=120.91
39th
PAVED PARKING

Banfield Transitway Noise Study
37th-39th Avenues (South)
Columbia River Highway

FIGURE 3
RECOMMENDED NOISE MITIGATION
NOISE REDUCTION CHARACTERISTICS

Receptor	Noise Level w/o mitigation	Noise Level w/ mitigation	Reduction (dBA)
C	76	67	9
1	73	64	9
2	73	64	9
3	75	64	11
4	75	64	11
5	76	64	12
6	74	64	10
7	72	65	7
8	72	66	6
9	71	67	4


BRU
38th
898 ARC.
LR
LR
0°30' C.L.
0°35'58"
51.625
40th
AVE
NE
PAVED
PARKING
PAVED
37th
AVE
PAVED
SW
36 C.L.
Δ=48°10'
T=11.16
PARKING
2125
1125
2130
1130
S 70° 28'55" E
S 70° 24' 49.16" E
Conc. Retaining Wall
S 70° 24' 49.16" E
S 65°34'49" E
Conc. Retaining Wall
Sound Barrier Wall
C
1
2
3
4
5
6
7
8
9
SENATE
ST
39th

Banfield Transitway Noise Study
37th-39th Avenues (South)
Columbia River Highway
Multnomah County

FIGURE 4
RECOMMENDED NOISE BARRIER
PROFILE

Banfield Transitway Noise Study
37th-39th Avenues(South)
Columbia River Highway
Multnomah County

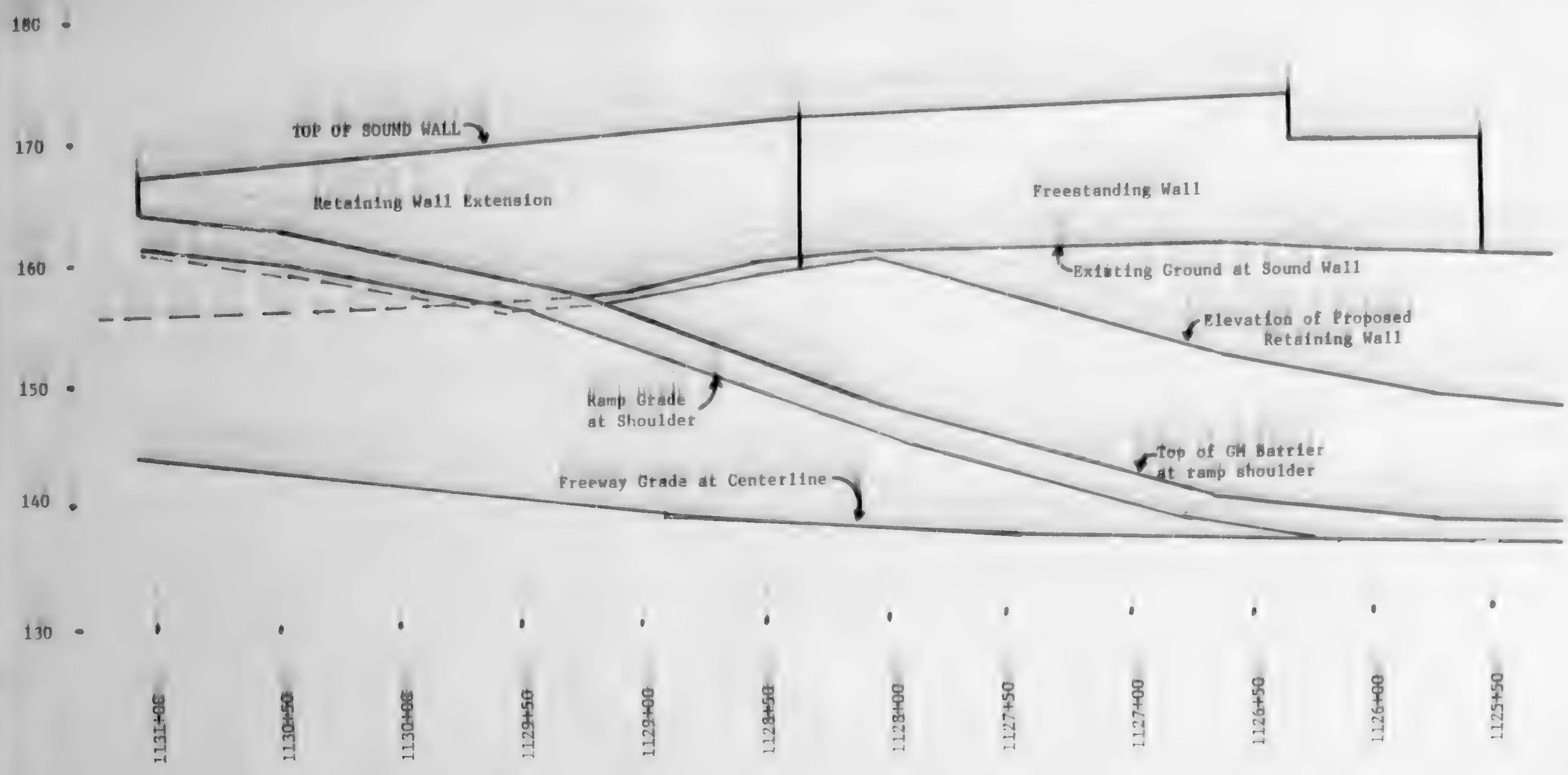
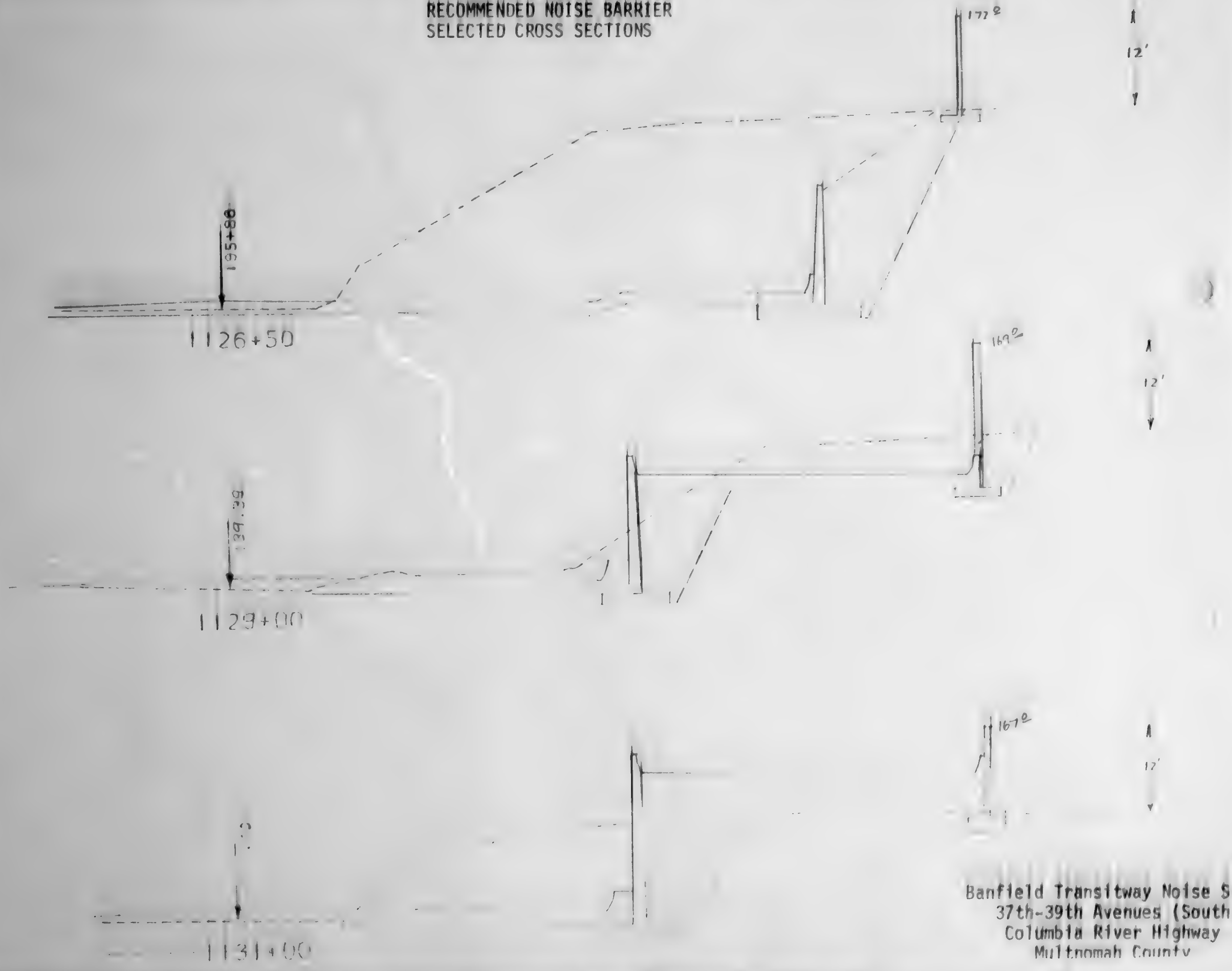


FIGURE 5
RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS


172º
12'
195+88
1126+50
169º
12'
139.39
1129+00
167º
12'
1131+00

Banfield Transitway Noise Stud
37th-39th Avenues (South)
Columbia River Highway
Multnomah County

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 37th-39th Avenue Road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by two noise measurements taken in this road segment. The results of that validation are presented in Table 2.

The construction of a noise barrier 8 feet in height and 650 feet in length was recommended in the Acoustics Technical Report to mitigate traffic noise in this area. Several other barrier alternatives were examined for acoustic effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen for implementation into the project plans and specifications.

TRAFFIC

The traffic data used for noise predictions in the 37th-39th Avenue road segment is listed in Appendix D of the Acoustics Technical Report. Supplemental predictions for adjacent ramps and streets affecting noise levels in the subject section were computed by the Oregon Department of Transportation. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Exisitng noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

---

* Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

Two measurements were made to determine existing noise levels and to validate the FHWA model in order to determine the extent of future traffic noise impacts. The measurements were taken near the middle of the block of the study area, in order to determine the average noise level at the affected residences (see Figure 2). The first measurement was taken at the fence line and the second measurement was taken in the middle of the backyard of 3801 Senate Street. The second measurement, the one closest to the house, was noticeably lower due to shielding of the terrain and other houses. The noise measurements are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not represent peak traffic hour volumes and therefore do not necessarily reflect the existing "worst case" noise levels. The measurements were compared to the FHWA prediction model using the same traffic volumes counted during the measurements, and were found to be slighly lower than the predicted levels. Even through predicted levels were slighly higher than measured noise levels, the model was assumed to be valid. If anything, the model would be conservative and overpredict traffic noise levels. Therefore, no adjustments to the model were made.

ALTERNATIVE MITIGATION MEASURES

In order to mitigate noise impacts at the nine single family residences identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility:

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project prupose.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with the intended project purpose, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of the project section is designed in a cut section thus alleviating a major amount of traffic noise due to shielding by the cut slopes. No changes in vertical alignment are recommended.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Concrete noise walls were the only feasible alternative noise barrier, since earth berms were unfeasible due to the physical setting and lack of available right-of-way.

Concrete walls can be constructed with either concrete block or precast concrete panels. Construction costs are approximately the same for either type of wall. Several alternative wall designs were analyzed for noise attenuation, construction costs, and aesthetics. The walls were designed to mitigate the first floors and outside activity areas of the impacted residences, as well as the commercial establishment discussed in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report. Mitigation to the second stories of the residences was judged unfeasible because walls of 20 to 25 feet in height would be required to achieve FHWA design noise levels at the second floor.

The alternatives studied are discussed in detail below. Related information on the walls is contained in Tables 3 and 4, and Figures 3, 4 and 5.

Free Standing Wall for Entire Length

A free standing wall for the entire length of the impacted area (Stations "BN" 1125+50 - "BN" 1131+40 Right) was studied. It was found that the freestanding wall would be ineffective on the easterly end of the impacted area because of shielding provided by the proposed 39th Avenue off-ramp. The proposed ramp changes from a depressed roadway at the west end of the sound wall to an elevated roadway at the east end. Since the ramp is located between the freeway and the sound wall, the elevated portion of the ramp would offer as much attenuation as the freestanding sound wall. A freestanding wall would only reduce noise from the 39th Avenue offramp and 39th Avenue, rather than the Banfield Freeway. Therefore, the freestanding sound wall for the entire length was judged impractical.

Increasing Height of Retaining Wall for Entire Length

The possibility of constructing additional height to the proposed retaining wall for a sound wall along the entire length of the impacted area was investigated. It was found that, in order to attain the same acoustic effect as the freestanding wall between Station "BN" 1125+50 and "BN" 1128+30, that the retaining wall and the sound wall extension would have to average over 28 feet in height. This height of retaining wall would require a counterfort type of retaining wall that would cost over $1,070 per lineal foot to construct. This alternative was regarded as too expensive, and was not advanced further.

Combination Free Standing Wall/Retaining Wall Extension

The most economical design for a sound wall would be to construct a freestanding wall between Station "BN" 1125+50 and "BN" 1128+30, and then to increase the height of the retaining wall between Stations "BN" 1128+30 and "BN" 1131+05 Right. This design was selected. Barrier heights of 8 feet, 12 feet, and 14 feet were all analyzed for acoustical effectiveness and cost. It was found that an 8 foot wall from Station "BN" 1125+50 to "BN" 1126+30 and a 12 foot wall from Station "BN" 1126+30 eastward was the shortest height wall that would achieve FHWA design noise levels at all receptors. The 8 foot wall is used past the commercial receptor because there is not a need for as great a reduction in noise levels, since only the Leq 72 dBA design noise level has to be met. Also, the commercial building windows are not as high as adjacent residences. A 14 foot wall between Station "BN" 1126+30 and "BN" 1131+05 Right would only lower noise levels one additional dBA over the 12 foot wall levels. The additional $19,000 cost of the 14 foot wall over the 12 foot wall was not judged to be worth the imperceptable difference in noise levels. Therefore, the combination 8 foot and 12 foot wall was judged to be the most effective and economical wall and was thus recommended for construction.

Combination Free Standing Wall/Retaining Wall Extension With Wing Wall

Adding a wing wall to the east end of the barrier parallel to 39th Avenue was also investigated in order to provide greater attenuation to houses near the east end of the barrier. It was found, however, that this option did not provide a significant noise reduction at the affected residences. Therefore the wing wall option was discarded as ineffective and therefore, impractical.

95 3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
7035B

September 30, 1981

RECEIVED
TECHNICAL SERVICES
OCT 2 '81
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Adj	File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: NE 21st Avenue Undercrossing 7035B
NE 28th Avenue Undercrossing 7026A
Doernbecker Access Overcrossing 7981A
LRT Overcrossing of Doernbecker Access 7981B
NE 33rd Avenue Undercrossing and Ramp 7025B
NE Sandy Boulevard Highway Undercrossing and Ramp 70246A
NE 39th Avenue Undercrossing 7042B
Pacific Highway (Interstate 5) - NE 47th Avenue Section
Columbia River Highway (Interstate 84)
Multnomah County

Enclosed are five reduced prints of Drawings 35697-99, 700-706, 709, 710, 835, 36197-204, 225-228, and 230, which are the preliminary plan and elevations, detour structure layouts, and corresponding vicinity maps for the subject structures. Also enclosed are five prints of the approved geometric for this section. Copies of the foundation reports will be forwarded when they become available.

These structures provide for city street traffic crossing the Banfield Freeway in what is intended to be the first section to be contracted for developing the Light Rail Transit corridor in Northeast Portland. The Light Rail System will provide direct transportation between downtown Portland and Gresham. It will follow along the north side of the existing Banfield Freeway to the Interstate 205 Freeway Interchange and thence generally along NE Burnside Avenue to Gresham.

Where possible, the existing structures to the north of the Light Rail corridor will be left intact except for minor remodeling. New construction will provide for the Light Rail corridor and full lane and shoulder development of the Banfield Freeway. The alignment, grades and roadway sections are in accordance with the standards governing the project and are shown in the accompanying drawings.

Precast, prestressed elements with integral decks are used at most sites in order to minimize disruption to traffic and to reduce costs. Detour structures are required at nearly all crossings, and a very involved stage construction plan is being developed. The staging will require use of the Light Rail area for temporary highway traffic.

Extensive retaining wall work will be required, mostly between the Light Rail corridor and the existing Union Pacific Railroad and along the south side of the Banfield Freeway. Plans and layouts for the retaining walls are now being developed.

Architectural treatment will be limited because of the use of precast superstructures and because of the varied and out-of-date architecture of the remaining parts of existing structures.

Estimated costs for the structures including an allowance for engineering and contingencies are as follows:

BR.NO.		
7035B	NE 21st Avenue Undercrossing	$ 820,000
	Detour Structure	533,000
7026A	NE 28th Avenue Undercrossing	622,000
7981A	Doernbecker Access Overcrossing	136,000
7981B	LRT Overcrossing of Doernbecker Access	232,000
7025B	NE 33rd Avenue Undercrossing & Ramp	1,930,000
	Detour Structure	555,000
7026A	NE Sandy Boulevard Highway Undercrossing & Ramp	4,087,000
	Detour Structure	812,000
7042B	NE 39th Avenue Undercrossing	2,068,000
	Detour Structure	734,000
	TOTAL	$12,529,000

These costs are for the structures only and do not include roadway, retaining wall, and other costs.

We request your approval of our preliminary plans and your concurrence that this project is eligible for FAI-X funding.

JEB:jrb
Enclosures
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1 set
R. N. Bothman /w/ 2 sets
E. L. Hardt /w/ 1 set
R. Sandmann /w/ 6 sets

9513

I 205

INTEROFFICE MEMO

STATE OF OREGON

HIGHWAY DIVISION
DEPT

378-6558
TELEPHONE

DATE: 9-24-81

TO: MEMO TO THE FILES

N.E. Mann

FROM: FINAL DESIGN

SUBJECT: Project Name Change

It has been necessary to change the name of this project

FROM Banfield Corr. (I-5 To NE 47th Ave) Sec.

TO N.E. Union Ave - N.E. 39th Ave Sec.

Scheduled F 4 Qtr 82

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location
Metropolitan

1 Versteeg
2 Anderson
3 Christensen
4 Olson
5 Sullivan
Corbin
7 T...
6 Wakerlig

RECEIVED
SEP 2 1981
ROAD DESIGN
SECTION

Action

NOTED
H.S. COULTER

ROW 18-2

September 18, 1981

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Crossing No. 2A-002.60-A
NE 33rd Ave. at UPRR

Dear Dave:

Enclosed is an original and ten copies of an application relating to the subject matter. This has to do with the Banfield Transitway project. Your prompt attention to this matter would be appreciated.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/llr
Enclosure

bc: /H. S. Coulter - w/att.
~~E. S. Hunter -~~ "
Walt Hart - "
Ed Hardt - "
Robert Bothman - "
C. T. Keasey - "
D. E. Swan - "
Jack Sollis - "
Robert Sandmann - "

RECEIVED
STATE HWY ENGR

PUC Docket No. RX ____________

PUC Crossing No. 2A-002.60-A

DOT-AAR Crossing No. UP 8091556

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon by and through its Department of (name of applicant)

Transportation, Highway Division,

for the authority, pursuant to ORS 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of NE 33rd Avenue (name of street or highway)

and Union Pacific Railroad Company (name of railroad company)

Mainline (name of railroad main or branch line or other trackage)

in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ____________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) __X__ Other (please specify) Construction of a Temporary Detour Structure over an existing railroad adjacent to an existing railroad overcrossing.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NO[illegible]T BOTTOM OF PRECEDING PAGE BEFORE COMPLE[illegible]G THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Walter J. Hart, 378-6551

2. Statutory authority under which this application is made: ORS 763. 030 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 2.59

b. City Portland

c. Nearest railroad station Bruun

d. County Multnomah

e. The proposed project is to be in the SE 1/4 of the SE 1/4 of Section 25, Township 1N, Range 1E, W. M.

4. a. Name of public highway involved in this project:

NE 33rd Avenue (In Banfield Transitway Project)

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Union Pacific Railroad Company, Mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co.

b. City of Portland, Bureau of Streets & Structures, 621 SW Alder St, Portland, OR, 97205

c. Multnomah County Public Works Division, 2115 SE Morrison, Portland, OR, 97204

d. Portland General Electric, 3700 17th, Portland, OR, 97202, Attn: Jim Johnston

e. Pacific Power & Light Co., 2126 N. Lewis Ave., Portland, OR, 97227

f. Oregon Department of Transportation, Highway Division, Transportation Bldg., Salem, OR, 97302

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

g. Northwest Natural Gas Co., 123 NW Flanders St., Portland, OR, 97209, Attn: Don Thomas

h. Pacific Northwest Bell, 825 NE 20th Ave., Portland, OR, 97232, Attn: Ralph Clausen

i. Portland Bureau of Fire, 55 SW Ash, Portland, OR, 97204

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
The alteration of the existing structure over the Columbia River Highway and the Union Pacific Railroad consists of widening the existing roadway, replacing the existing guardrails and lengthening the southern end. To accommodate this removal and alteration, a detour structure will be required for 33rd Avenue traffic over the Columbia River Highway and the Union Pacific Railroad. The detour structure is to be removed upon completion of the new structure.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? The widening and guardrail replacement will provide improved highway traffic and improved safety.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width—The highway is 45.25 feet wide at the crossing at present; after completion of the project, it will be 49.5 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present—		After completion—	
Shoulder** of	3.25 feet	Shoulder of	3.5 feet
2 lane(s) at	12 ft. ea.	2 lane(s) at	12 ft. ea.
Median of	0 feet	Median of	0 feet
1 lane(s) at	12 ft. ea.	1 lane(s) at	12 ft. ea.
Shoulder of	6 feet	Shoulder of	6 feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	________	________
Type of surface of traveled way:		
on approaches	________	________
at crossing	________	________
Type of surface on shoulders;	________	________
Condition of surface:		
on approaches	________	________
at crossing	________	________
Is highway curbed on the approaches?	________	________
Is there one or more sidewalks at this crossing?	________	________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on—

	At present:	After completion:
________ (N or E) approach	± ________ %	± ________ %
________ (S or W) approach	± ________ %	± ________ %

(5) Nearest public roadway intersection on each approach—

(a) ________ (N or E) approach: ________ ft; ADT ________

(b) ________ (S or W) approach: ________ ft; ADT ________

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter—see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ________ (yes/no); (b) ________ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards? ______

b. The Railroad — At present: — After completion:

(1) Number of tracks-- 1 ______

Name of each track from E (N or E) to W (S or W):

Mainline

(2) Angle of intersection-- ______° ______°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch—

	At present:	After completion:
_____ of crossing: (N or E)	_____ ft.	_____ ft.
_____ of crossing: (S or W)	_____ ft.	_____ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 12,000 ; After completion 12,000 ;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on _____ approach: (N or E)	_____ mph	_____ mph
on _____ approach: (S or W)	_____ mph	_____ mph
At crossing:	_____ mph	_____ mph
Posted speed limit on approaches:	_____ mph	_____ mph

(3) Direction of traffic flow: _____ (N & S, etc.) _____

b. The Railroad

(1) Train movements— (avg. per day)

	At present:	Expected after completion:
Freight trains:	16	16
Switching movements:	4	4
Passenger trains:	2	2

(2) Speed of trains—

Maximum allowable:	_____ mph	_____ mph
Typical:	_____ mph	_____ mph
Slowest Normal:	_____ mph	_____ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ approach: (N or E)	_____ ft. to right; _____ ft. to left
_____ approach: (S or W)	_____ ft. to right; _____ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . — The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices—

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?
Oregon Department of Transportation, Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation, Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
City of Portland (Detour-Oregon Department of Transportation, Highway Division)

b. All highway appurtenances: City of Portland (Detour-Oregon Department of Transportation, Highway Division)

c. Above the bottom of the beams plus the beam-bearing assemblies:
City of Portland (Detour-Oregon Department of Transportation, Highway Division)

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
City of Portland (Detour-Oregon Department of Transportation, Highway Division)

b. All highway appurtenances: City of Portland (Detour-Oregon Department of Transportation Highway Division)

c. Above the bottom of the beams plus the beam-bearing assemblies:
City of Portland (Detour-Oregon Department of Transportation, Highway Division)

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
City of Portland (Detour-Oregon Department of Transportation, Highway Division)

27. Is a temporary impairment [illegible] standard clearance on the railroad necessary during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): A detour structure for 33rd Avenue will be constructed over the Union Pacific Railroad and Columbia River Highway. See Dwgs. 36201 and 36202. Railroad construction clearance is 19'-0" horizontal and 21'-0" vertical.

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

SECTION V: — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in vicinity

42. Other items of construction and cost distribution:

None

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon Department of Transportation, Highway Division, Bridge Design Section, Dwgs. 36201, 36202, 35701 and 35702

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5, 8, 9, 10, 11, 12, 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 17th day of September, 1981.

(Applicant)

(Attorney)

I, [illegible], bein[illegible]st duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

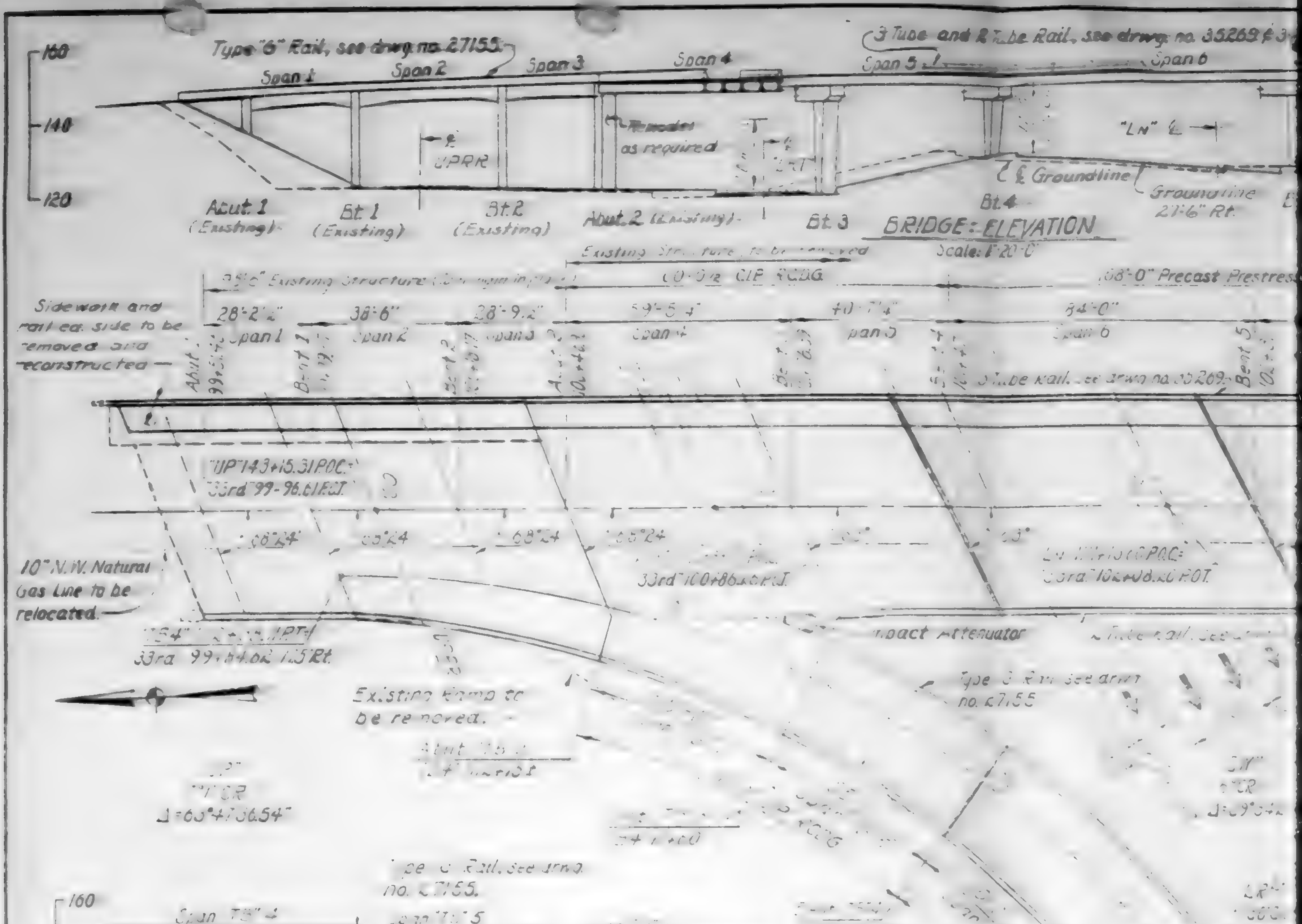
Subscribed and sworn to before me this 17th day of September, 1981

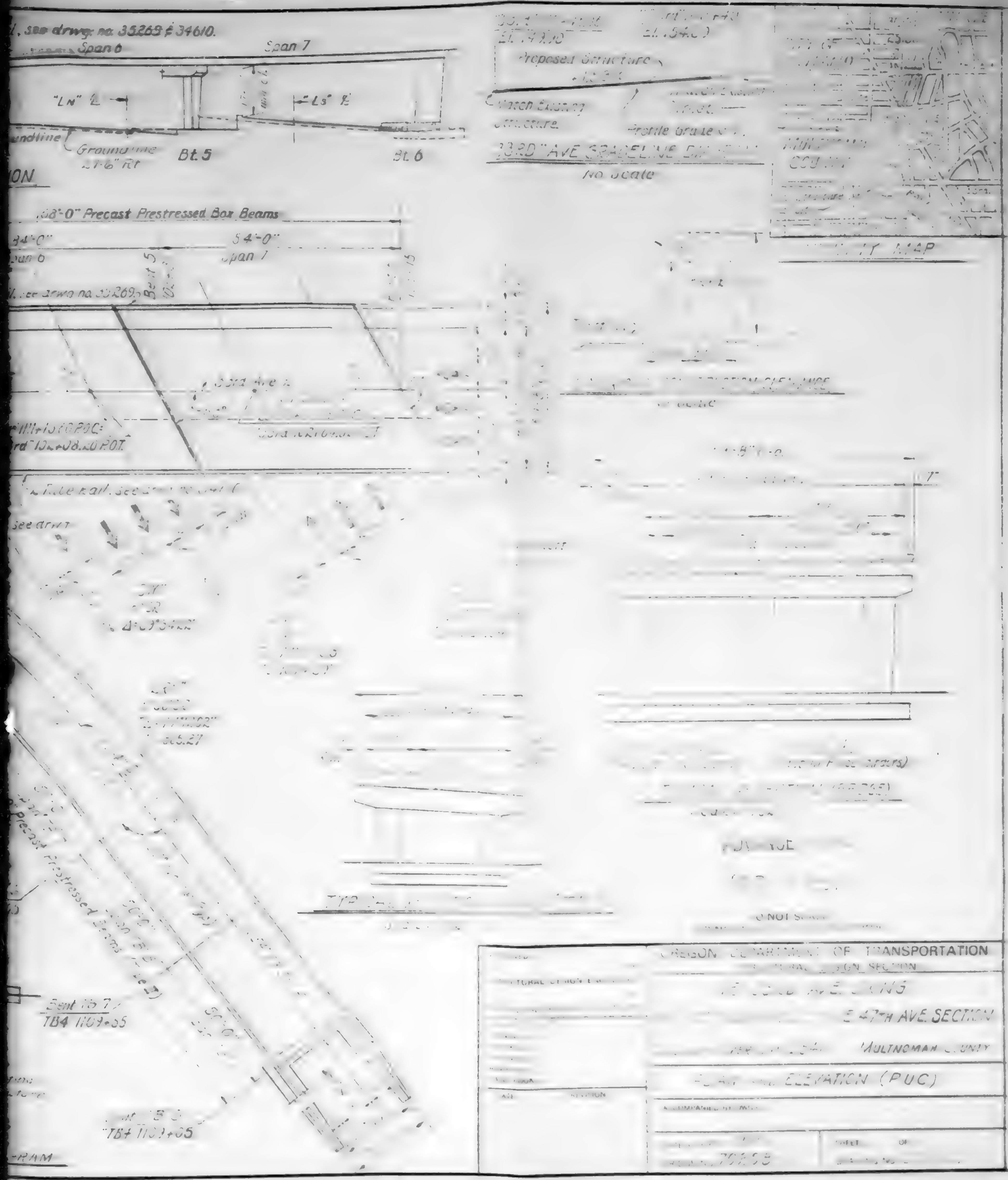
(Notary Public for Oregon)

My Commission Expires: 12-15-84

PUC Form 202 (30) 1-80

Signature Page


Type "6" Rail, see drwg. no. 27155
3 Tube and 2 Tube Rail, see drwg. no. 35269
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
160
140
120
℄ UPRR
Remodel as required
"LN" ℄
℄ Groundline
Groundline 27'-6" Rt.
Abut. 1 (Existing)
Bt. 1 (Existing)
Bt. 2 (Existing)
Abut. 2 (Existing)
Bt. 3
Bt. 4
BRIDGE: ELEVATION
Scale: 1"=20'-0"
Existing Structure to be removed
95'-6" Existing Structure
100'-0½" CIP RCBG
168'-0" Precast Prestressed
Sidewalk and rail ea. side to be removed and reconstructed
28'-2½"
38'-6"
28'-9½"
59'-5¼"
40'-7¼"
84'-0"
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
Abut. 1 99+51.72
Bent 1
Bent 2
Abut. 2
Bent 3
Bent 4
Bent 5
3 Tube Rail, see drwg. no. 35269
"UP"143+15.31 P.O.C.
33rd 99+96.61 P.O.T.
68°24'
33rd 100+86.26 P.O.T.
33rd 102+08.20 P.O.T.
10" N.W. Natural Gas Line to be relocated
"TB4"
33rd 99+84.02 7.5 Rt.
Existing Ramp to be removed.
Impact Attenuator
Type 6 Rail, see drwg no. 27155
Abut "TB" 2
"TB4"
"TCR"
Δ=65°47'36.54"
CIP RCBG
"CW"
Δ=29°54'
Type 6 Rail, see drwg. no. 27155
Span "TB" 4
Span "TB" 5
Span "TB" 6
160
140
120
Abut "TB" 2
Bent "TB" 3
Bent "TB" 4
Bent "TB" 5
Bent "TB" 5
TB4 1107+55
PARTIAL ELEVATION
Precast Prestressed Beams
Bent
TB4 1108+05
Type 6 Rail, see drwg. no. 27155
Span "TB" 7
Span "TB" 8
Span "TB" 9
160
140
120
Bent "TB" 5
Bent "TB" 6
Bent "TB" 7
Bent "TB" 8
Bent "TB" 7
TB4 1109+55
PARTIAL ELEVATION
"TB4" RAMP: DEVELOPED ELEVATION
Scale: 1"=20'-0"
Existing Structure
Bt. 1
Bt. 2
Bent "TB" 8
TB4 1109+05
DIAGRAM



l, see drwg. no. 35263 & 34610.
Span 6
Span 7
"Ln" ℄
"Ls" ℄
undline
Groundline 21'-6" Rt
Bt. 5
Bt. 6
ION
Proposed Structure
Match Existing Structure
Profile Grade
33RD" AVE GRADELINE DI
No Scale
68'-0" Precast Prestressed Box Beams
34'-0"
54'-0"
pan 6
Span 7
Bent 5
l, see drwg no. 35269
Tube Rail, see drwg
see drwg
Precast Prestressed Box Beams
Bent 15 7
TB4 1109+55
Bent 15 8
TB4 1109+05
RAM
NOT SCALE
MULTNOMAH COUNTY
ITY MAP

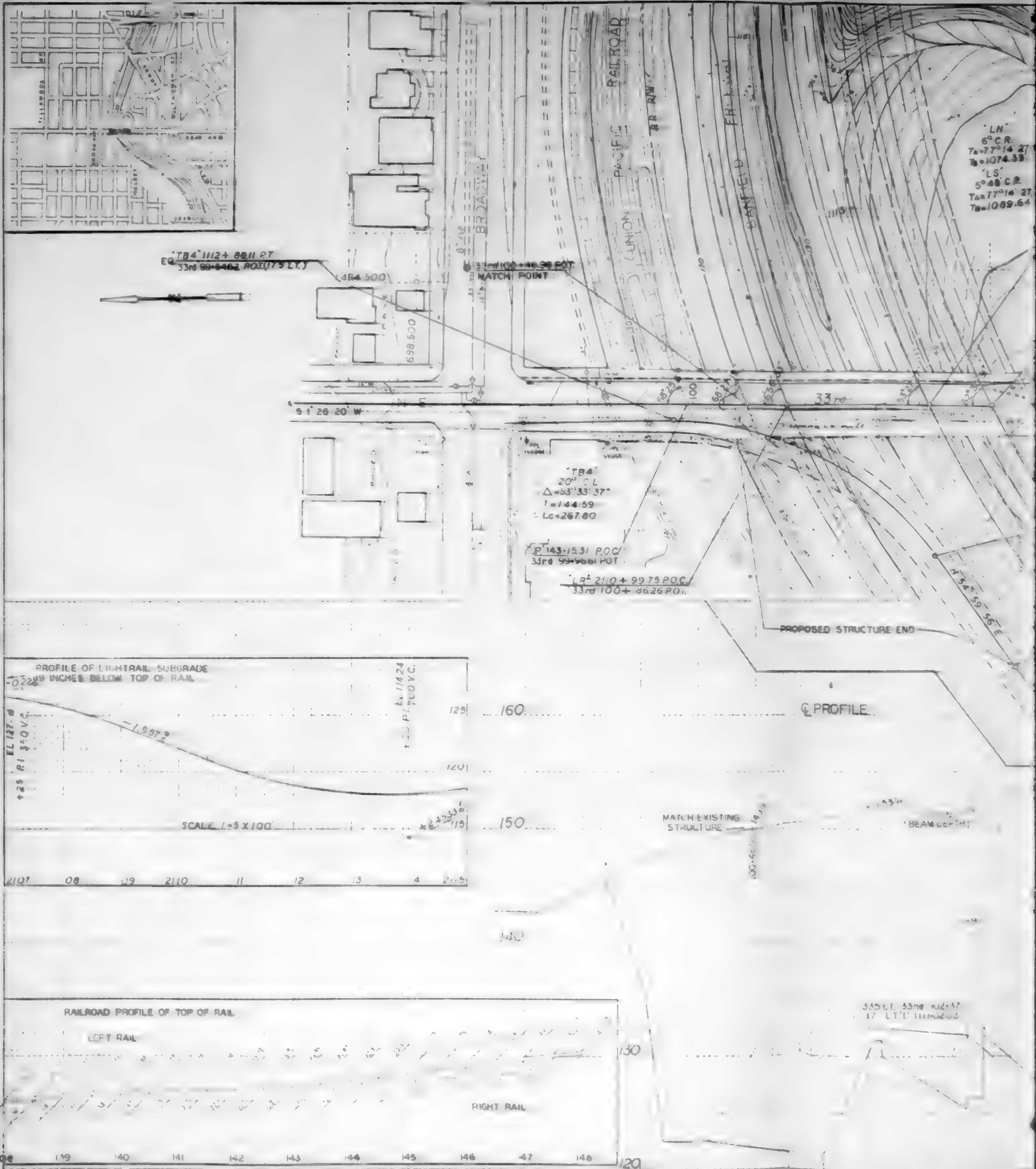
OREGON DEPARTMENT OF TRANSPORTATION

E 47TH AVE. SECTION

MULTNOMAH COUNTY

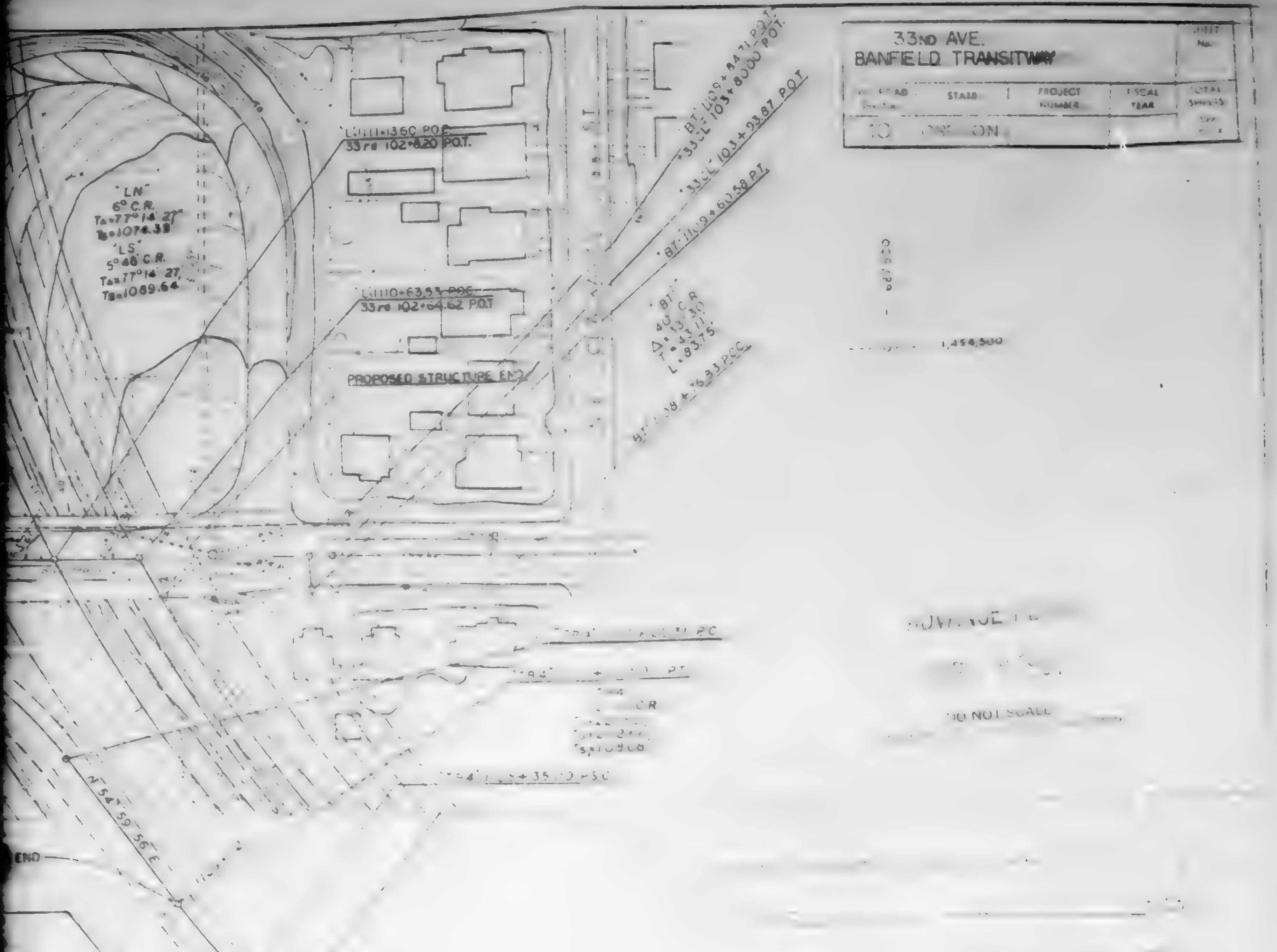
ELEVATION (PUC)

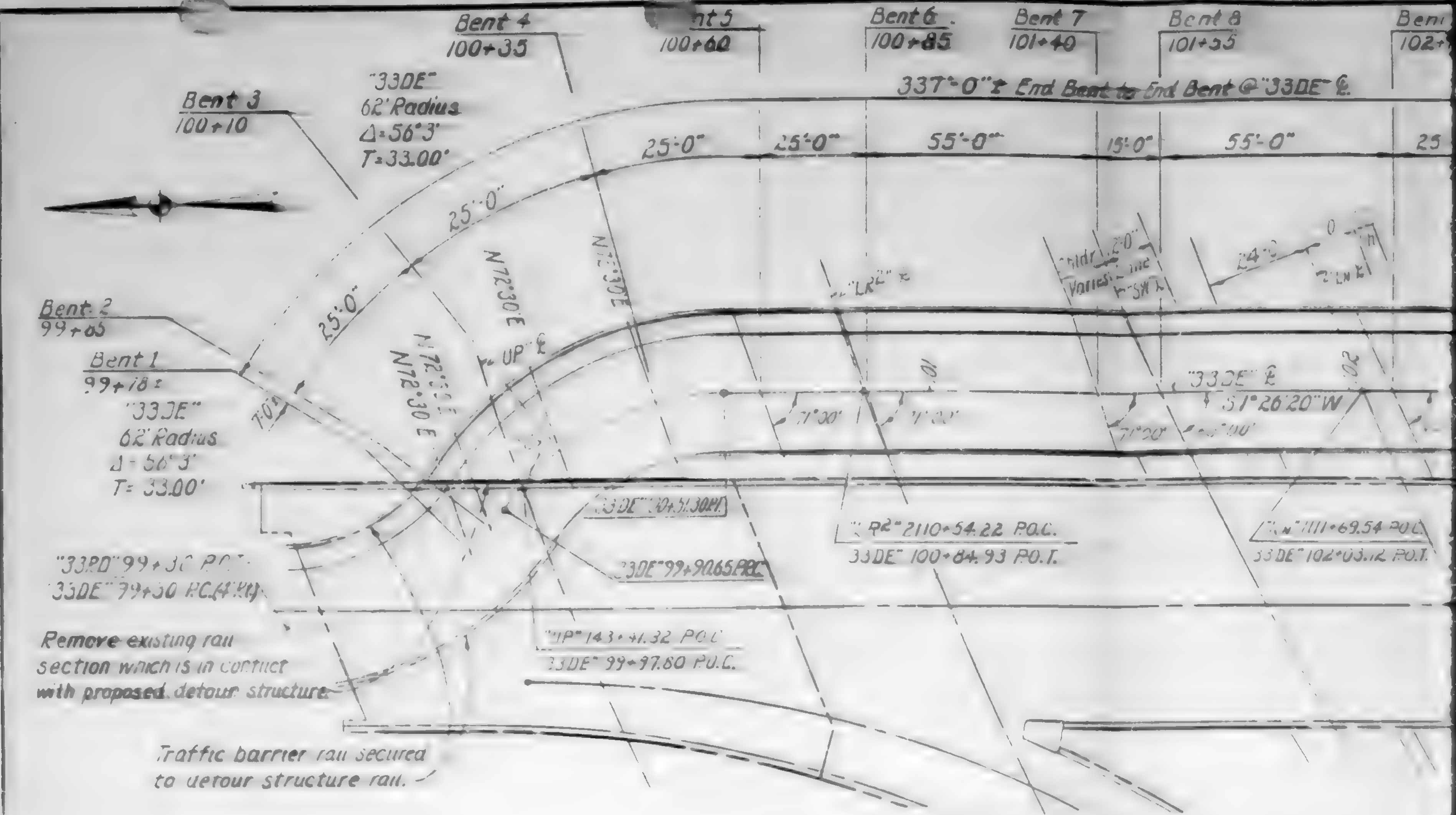
70258


BROADWAY
PACIFIC
UNION
RAILROAD
RR R/W
BANFIELD
FR
"LN"
6° C.R.
Ta=77°14' 27"
Tb=1074.33
"LS"
5°48' C.R.
Ta=77°14' 27"
Tb=1089.64
EQ "TB4" 1112+ 88.11 P.T.
33rd 99+84.62 P.O.T.(17.5 LT.)
464.500
698.500
33rd 100+46.38 P.O.T.
MATCH POINT
N.E.
S 1° 26' 20" W
33rd
"TB4"
20° C.L.
Δ=53° 33' 37"
T=144.59
Lc=267.80
"P" 143+15.31 P.O.C.
33rd 99+96.61 P.O.T.
"LR²" 2110 + 99.75 P.O.C.
33rd 100+ 86.26 P.O.T.
PROPOSED STRUCTURE END
N 54° 59' 56" E
℄ PROFILE
PROFILE OF LIGHTRAIL SUBGRADE
INCHES BELOW TOP OF RAIL
EL 127.8
P.I. 350 V.C.
-1.997%
EL 114.24
P.I. 500 V.C.
SCALE 1"=5 X 100
125
120
115
160
150
140
130
120
2107
08
09
2110
11
12
13
4
2115
MATCH EXISTING
STRUCTURE
100+46.38
BEAM DEPTH
RAILROAD PROFILE OF TOP OF RAIL
LEFT RAIL
RIGHT RAIL
138
139
140
141
142
143
144
145
146
147
148
33.5 LT. 33rd 102+37
17 LT.'L' 1110+62.63
97
98
99
100
101
102

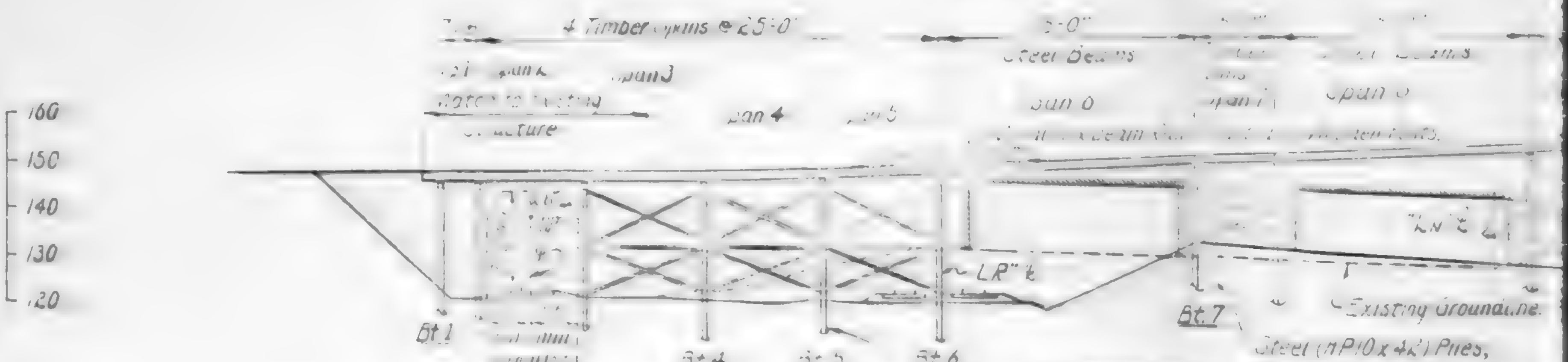
33ND AVE.
BANFIELD TRANSITWAY

STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
OREGON				

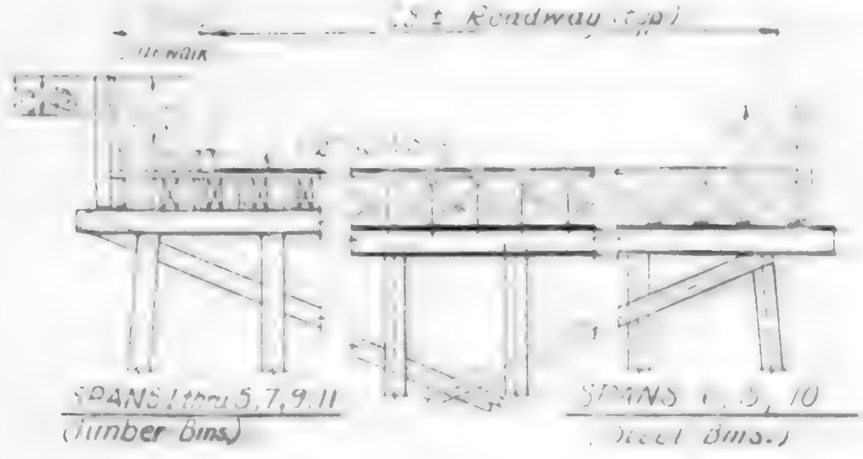

"LN"
6° C.R.
T=77°14' 27"
Ts=1074.38
"LS"
5°48' C.R.
T=77°14' 27"
Ts=1089.64
LN 111+13.60 P.O.C.
33rd 102+8.20 P.O.T.
LN 110+63.53 P.O.C.
33rd 102+64.62 P.O.T.
PROPOSED STRUCTURE END
BT 109+84.71 P.O.T.
33rd 103+80.00 P.O.T.
33rd 103+93.87 P.O.T.
33rd 103+93.87 P.O.T.
BT 110+9+60.58 P.T.
"BT"
40° C.R.
Δ=13°30'
T=43.11
L=83.75
BT 108+76.33 P.C.
1,454,500
N 54°59'56" E
END
BEAM DEPTH
PROFILE OF 33rd
30
DO NOT SCALE
LT 33rd 102+37
L.T.L 111+02.03


Bent 1
99+18±
Bent 2
99+65
Bent 3
100+10
Bent 4
100+35
Bent 5
100+60
Bent 6
100+85
Bent 7
101+40
Bent 8
101+55
"33DE"
62' Radius
Δ=56°3'
T=33.00'
337'-0"± End Bent to End Bent @ "33DE" ℄
25'-0"
55'-0"
15'-0"
N72°30'E
"UP" ℄
"LR2" ℄
"33DE" ℄
S1°26'20"W
"33RD" 99+30 P.O.C.
"33DE" 99+30 P.C.(4 Pt.)
"33DE" 99+90.65 P.O.C.
"UP" 143+41.32 P.O.C.
"33DE" 99+97.60 P.O.C.
"LR2" 2110+54.22 P.O.C.
"33DE" 100+84.93 P.O.T.
"33DE" 102+03.12 P.O.T.
Remove existing rail section which is in contact with proposed detour structure.
Traffic barrier rail secured to detour structure rail.

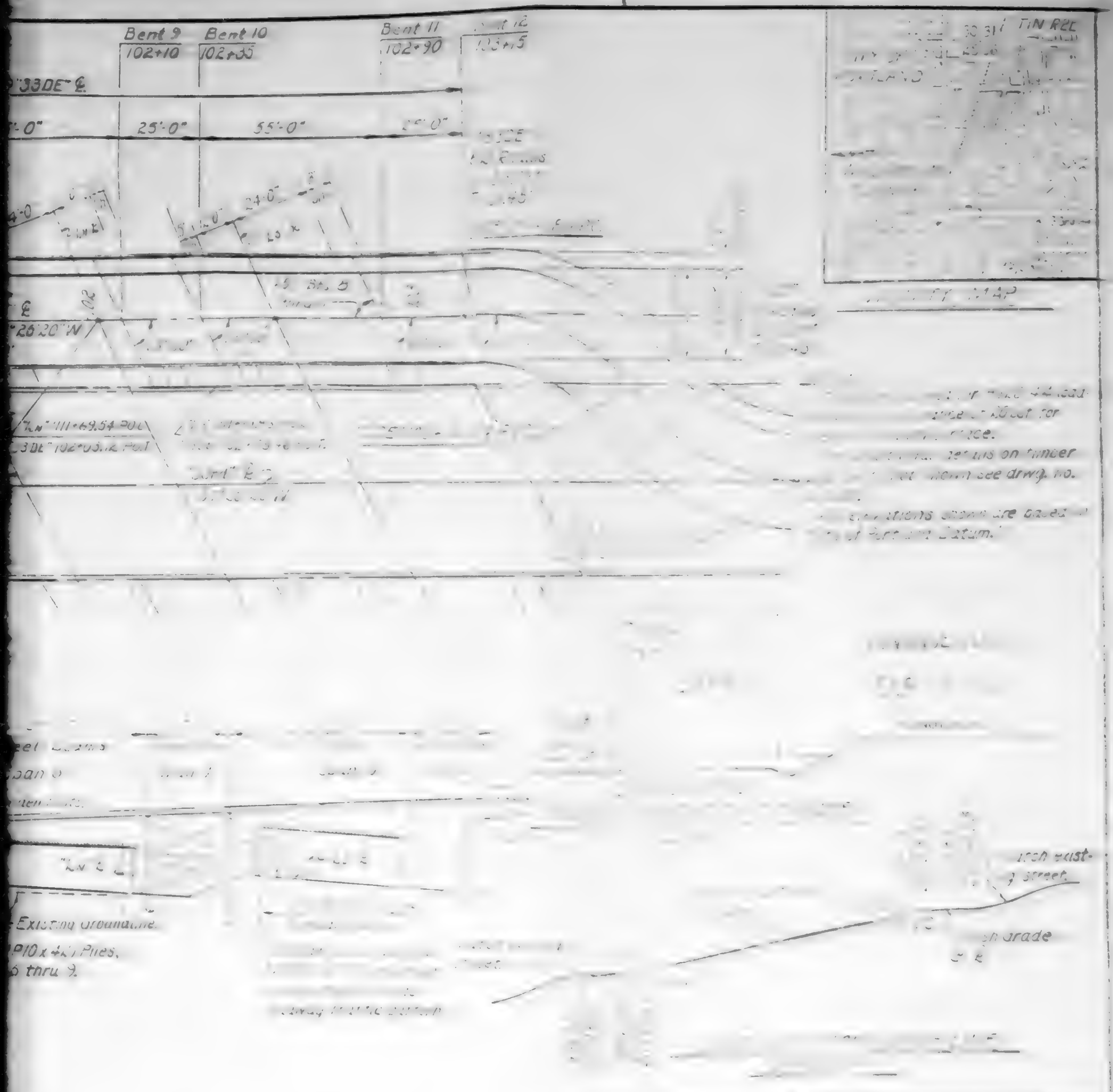
PLAN
Scale: 1"=20'-0"


4 Timber Spans @ 25'-0"
Steel Beams
Span 3
Span 4
Span 5
Span 6
Span 8
160
150
140
130
120
"LR" ℄
Existing Groundline
Bt.1
Bt.2
Bt.3
Bt.4
Bt.5
Bt.6
Bt.7
Timber Pile Bents 1 thru 5.
Steel (HP10x42) Piles, Bents 6 thru 9.

ELEVATION
Scale: 1"=20'-0"


Sidewalk
Roadway (typ.)
SPANS 1 thru 5, 7, 9, 11
(Timber Bms.)
SPANS 6, 8, 10
(Steel Bms.)

TYPICAL X-SECTION
No Scale



Bent 9
102+10
Bent 10
102+35
Bent 11
102+90
103+15
"33DE" ℄
25'-0"
55'-0"
25'-0"
24'-0"
5'-0"
℄
26'20" W
"L.N." 111+69.54 POC
"33DE" 102+03.12 POT
teel Beams
Span 8
Span 9
Existing Groundline
HP10 x 42 Piles,
5 thru 9.
TIN REL
VICINITY MAP
elevations shown are based on
of Portland Datum.
street.
grade

TRANSPORTATION

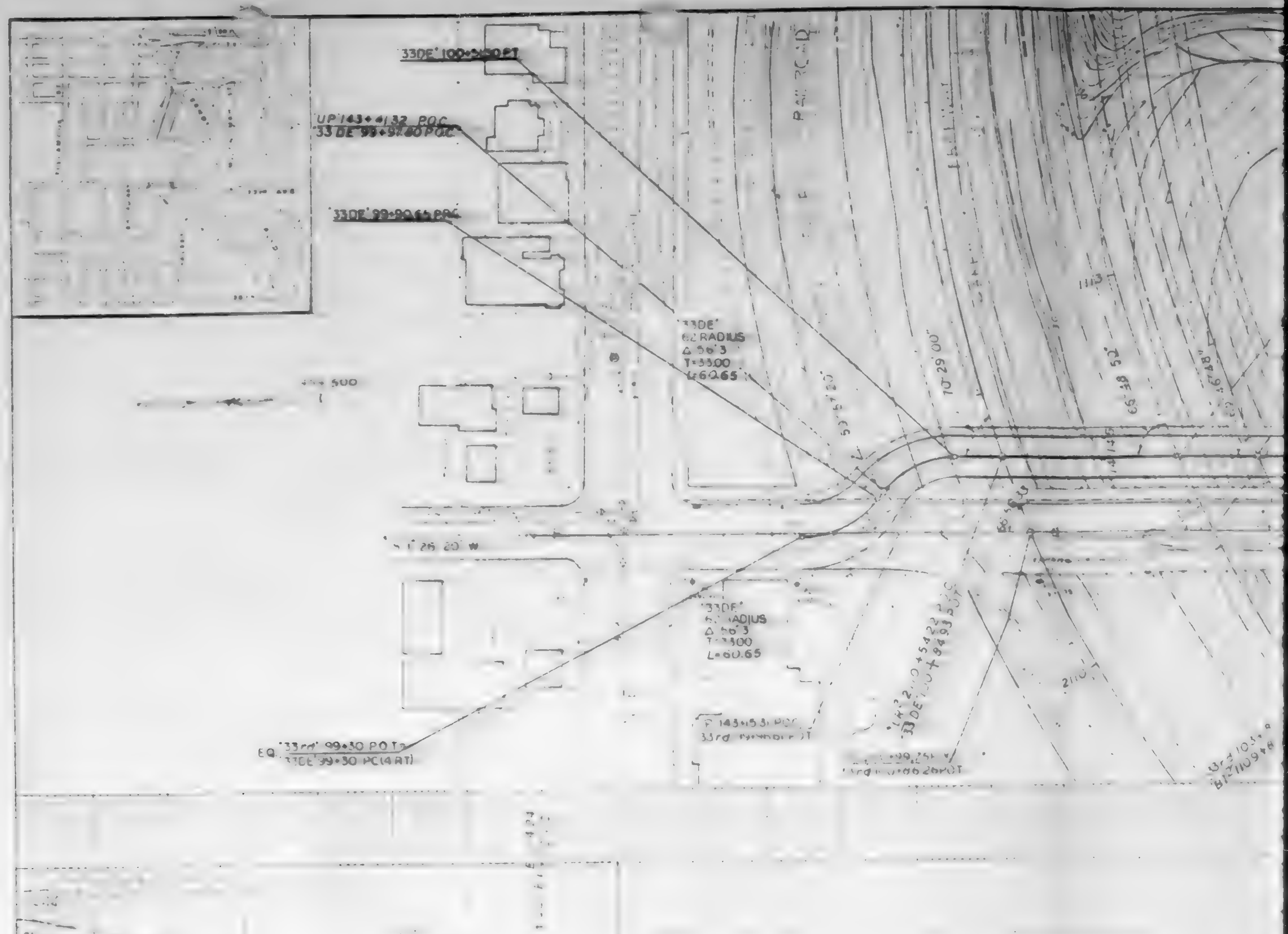
SECTION

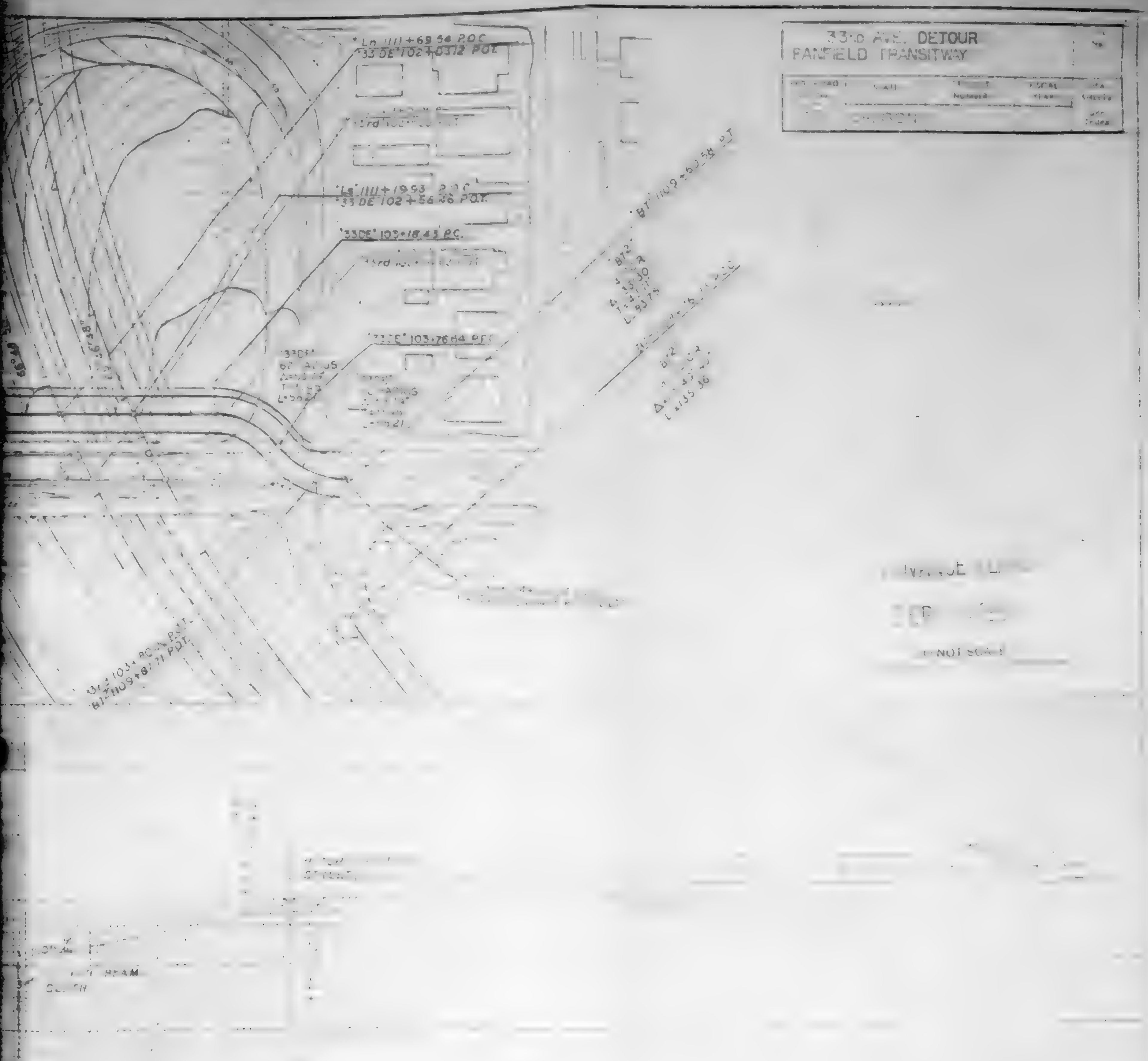
STRUCTURE

(PUC)

BRIDGE NO

DRAWING NO


33DE' 100+51.30 PT
UP 143+41.32 POC
33 DE' 99+97.80 POC
33DE' 99+90.65 PRC
33DE'
62 RADIUS
Δ 56°3
T=33.00
L=60.65
33DE'
62 RADIUS
Δ 56°3
T=33.00
L=60.65
EQ 33rd' 99+30 POT=
33DE' 99+30 PC(4 RT)
MATCH EXISTING
STREET

33rd AVE. DETOUR
FAIRFIELD TRANSITWAY
'Ln' 1111+69.54 P.O.C.
'33 DE' 102+03.12 P.O.T.
'Ls' 1111+19.93 P.O.C.
'33 DE' 102+56.46 P.O.T.
'33DE' 103+18.43 P.C.
'33DE' 103+76.84 P.C.
BT 1109+69.58 P.T.
L=93.75
L=135.36
BT 1109+81.71 P.O.T.
NOT SCALE
BEAM
SOUTH

NOTED
H.S. COULTER

RON 18-2

September 18, 1981

Crossing No. 2A-002.97-A
NE 39th Ave. at UPRR

Mr. David Astie
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Dear Dave:

Enclosed is an original and ten copies of an application relating to the subject matter. This has to do with the Banfield Transitway project. Your prompt attention to this matter would be appreciated.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/llr
Enclosure

bc: H. S. Coulter - w/att.
E. S. Hunter - "
Walt Hart - "
Ed Hardt - "
Robert Bothman - "
C. T. Keasey - "
D. E. Swan - "
Jack Sollis - "
Robert Sandmann - "

RECEIVED
STATE HWY ENGR
SEP 18'81

PUC Docket No. SXP ______________

PUC Crossing No. 2A-002.97-A

DOT-AAR Crossing No. UP 809157V

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon by and through its Department of
(name of applicant)

Transportation, Highway Division

for the authority, pursuant to ORS 763. 020, to
(020/030/040)

construct a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of NE 39th Avenue
(name of street or highway)

and Union Pacific Railroad Company
(name of railroad company)

Mainline
(name of railroad main or branch line or other trackage)

in Portland, Multnomah County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ______________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

B[illegible] THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _x_ Construction of a new public highway over XXXXXX an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _x_ Other (please specify) Construction of a temporary Detour Structure over an existing railroad adjacent to an existing railroad overcrossing.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ N T BOTTOM OF PRECEDING PAGE BEFORE COMPL THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-0181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Walter J. Hart, 378-6551

2. Statutory authority under which this application is made: ORS 763.040 020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 2.97

b. City Portland

c. Nearest railroad station Bruun

d. County Multnomah

e. The proposed project is to be in the NE 1/4 of the NE 1/4 of Section 36, Township 1N, Range 1E, W. M.

4. a. Name of public highway involved in this project:

NE 39th Avenue (In Banfield Transitway Project)

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Union Pacific Railroad Company, Mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co. -

b. City of Portland, Bureau of Streets & Structures, 621 SW Alder St, Portland, OR, 97205

c. Multnomah County Public Works Division, 2115 SE Morrison, Portland, OR, 97204

d. Portland General Electric, 3700 SE 17th, Portland, OR, 97202, Attn: Jim Johnston

e. Pacific Power & Light Co., 2126 N. Lewis Ave., Portland, OR, 97227

f. Oregon Department of Transportation, Highway Division, Transportation Bldg., Salem, OR, 97310

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

g. Northwest Natural Gas Co., 123 NW Flanders St, Portland, OR, 97209, Attn: Don Thomas

h. Pacific Northwest Bell, 825 NE 20th Ave., Portland, OR, 97232, Attn: Ralph Clausen

i. Portland Bureau of Fire, 55 SW Ash, Portland, OR, 97204

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

The project consists of replacing an existing structure to accommodate the new Light Rail Transit Line and widening of the Columbia River Highway. To accommodate this removal and reconstruction, a detour structure will be required for 39th Avenue traffic over the Columbia River Highway and the Union Pacific Railroad. The detour structure is to be removed upon completion of the new structure

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? To accommodate the widening of the Columbia River Highway and construction of the Light Rail Transitway adjacent to the highway, which will provide increased highway traffic and improved safety.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossing (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ______ (yes/no)

If no, why not? ______

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

(2) *Width--The highway is 68 feet wide at the crossing at present; after completion of the project, it will be 78 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--			After completion--		
Shoulder** of	14	feet	Shoulder of	14	feet
1 lane(s) at	12	ft. ea.	2 lane(s) at	12	ft. ea.
Median of	4	feet	Median of	2	feet
2 lane(s) at	12	ft. ea.	2 lane(s) at	12	ft. ea.
Shoulder of	14	feet	Shoulder of	14	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface--

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	________	________
Type of surface of traveled way:		
on approaches	________	________
at crossing	________	________
Type of surface on shoulders:	________	________
Condition of surface:		
on approaches	________	________
at crossing	________	________
Is highway curbed on the approaches?	________	________
Is there one or more sidewalks at this crossing?	________	________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--

	At present:	After completion:
________ approach (N or E)	± ______ %	± ______ %
________ approach (S or W)	± ______ %	± ______ %

(5) Nearest public roadway intersection on each approach--

(a) ________ approach: ______ ft; ADT ________
(N or E)

(b) ________ approach: ______ ft; ADT ________
(S or W)

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) __________; (b) __________.
(yes/no) (yes/no)

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards? ___

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	1	1

Name of each track from E (N or E) to W (S or W):

Mainline

(2) Angle of intersection-- ___° ___°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch—

	At present:	After completion:
________ of crossing: (N or E)	________ ft.	____________ ft.
________ of crossing: (S or W)	________ ft.	____________ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 13,000 ; After completion 13,000 ;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on ________ approach: (N or E)	________ mph	________ mph
on ________ approach: (S or W)	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

(1) Train movements—
(avg. per day)

	At present:	Expected after completion:
Freight trains:	16	16
Switching movements:	4	4
Passenger trains:	2	2

(2) Speed of trains—

Maximum allowable:	________ mph	____________ mph
Typical:	________ mph	____________ mph
Slowest Normal:	________ mph	____________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ approach: (N or E)	________ ft. to right; ________ ft. to left
________ approach: (S or W)	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . — The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices—

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation, Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation, Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City of Portland (Detour-Oregon Department of Transportation,Highway Division)

b. All highway appurtenances: City of Portland (Detour-Oregon Department of Transportation, Highway Division)

c. Above the bottom of the beams plus the beam-bearing assemblies:

City of Portland (Detour-Oregon Department of Transportation,Highway Division)

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Company

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City of Portland (Detour-Oregon Department of Transportation, Highway Division)

b. All highway appurtenances: City of Portland (Detour-Oregon Department of Transportation, Highway Division)

c. Above the bottom of the beams plus the beam-bearing assemblies:

City of Portland (Detour-Oregon Department of Transportation,Highway Division)

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Company

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

City of Portland (Detour-Oregon Department of Transportation,Highway Division)

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): A detour structure for 39th Avenue will be constructed over the Union Pacific Railroad and Columbia River Highway. See Dwgs. 36203 and 36204. Railroad construction clearance is 19'-0" horizontal and 21'-0" vertical.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION V. ---(To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in vicinity

42. Other items of construction and cost distribution:

None

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon Department of Transportation, Highway Division, Bridge Design Section, Dwgs. 36203, 36204, 35705, 35706

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5, 8, 9, 10, 11, 12, 15, and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 17th day of September, 1981.

(Applicant)

(Attorney)

I, [illegible], being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

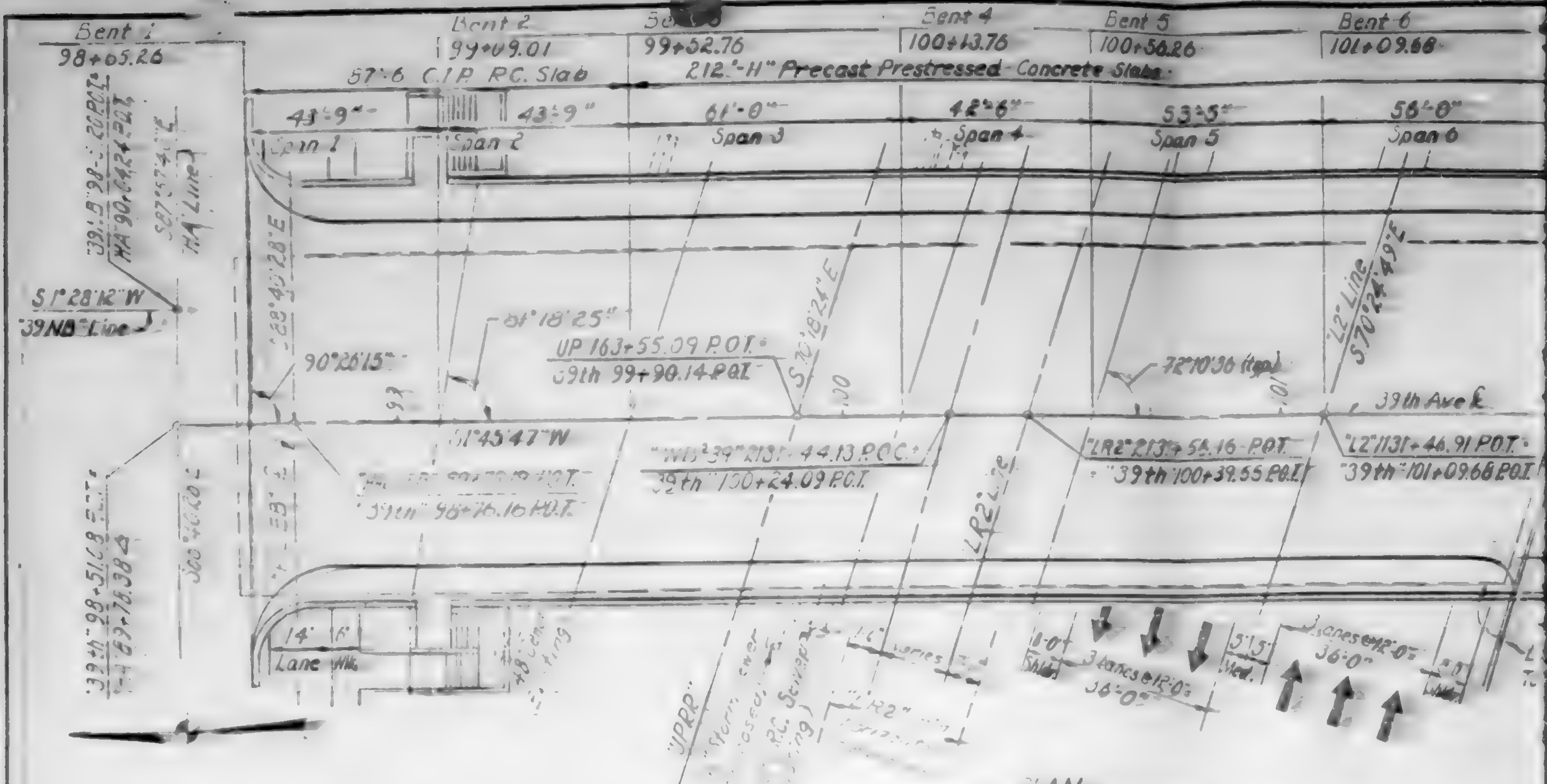
Subscribed and sworn to before me this 17th day of September, 1981.

(Notary Public for Oregon)

My Commission Expires: 12-18-84

PUC Form 202 (30) 1-80

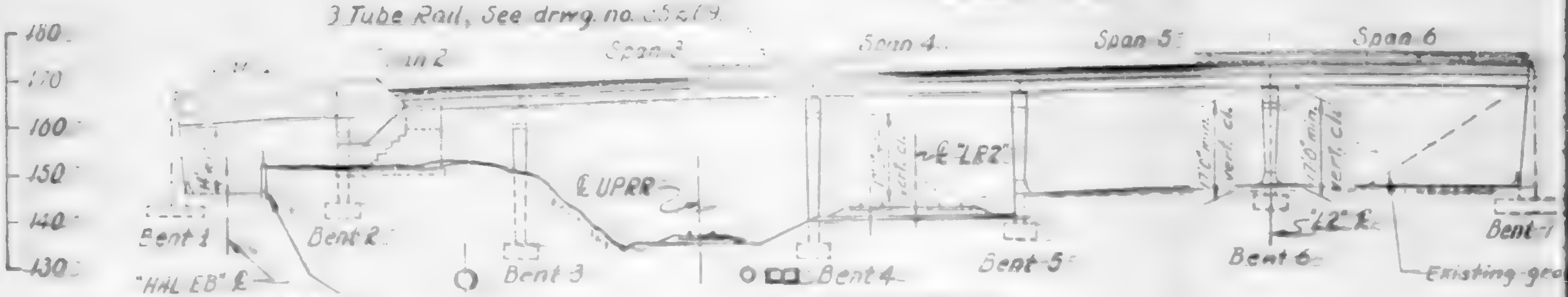
Signature Page



Bent 1
98+65.26
Bent 2
99+09.01
Bent 3
99+52.76
Bent 4
100+13.76
Bent 5
100+56.26
Bent 6
101+09.68
57'-6 C.I.P. R.C. Slab
212'-H" Precast Prestressed Concrete Slabs
43'-9"
43'-9"
61'-0"
42'-6"
53'-5"
56'-0"
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
S1°28'12"W
"39NB" Line
S87°57'44"E
"HA" Line
81°18'25"
UP 163+55.09 P.O.T.
39th 99+90.14 P.O.T.
S70°18'24"E
72°10'36" (typ)
"L2" Line
S70°24'49"E
90°26'15"
51°45'47"W
39th Ave ℄
"WB" 39" 2131+44.13 P.O.C.
"39th" 100+24.09 P.O.T.
"LR2" 213+56.16 P.O.T.
"39th" 100+39.55 P.O.T.
"L2" 1131+46.91 P.O.T.
"39th" 101+09.68 P.O.T.
"39th" 98+76.16 P.O.T.
"LR2" Line
14'
6'
Lane
Wlk.
"UPRR"
8'-0" Shld.
3 lanes @ 12'-0"
36'-0"
5'-5" Med.
3 lanes @ 12'-0"
36'-0"

PLAN

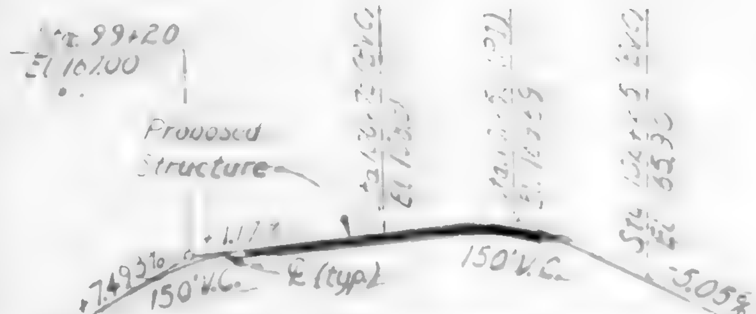
Scale: 1" = 20'-0"



3 Tube Rail, See drwg. no.
180
170
160
150
140
130
Span 2
Span 3
Span 4
Span 5
Span 6
℄ "LR2"
℄ UPRR
17'-0" min. vert. cl.
17'-0" min. vert. cl.
"L2" ℄
Bent 1
Bent 2
Bent 3
Bent 4
Bent 5
Bent 6
Bent 7
"HAL EB" ℄
Existing Retaining wall (to remain in place)
Existing ground

ELEVATION

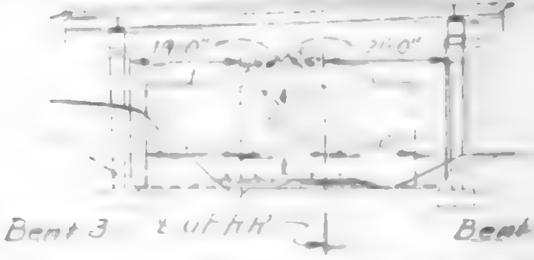
Scale 1" = 20'-0"



Sta. 99+20
El 167.00
Proposed Structure
+7.493%
+1.17%
150' V.C.
℄ (typ)
150' V.C.
-5.05%

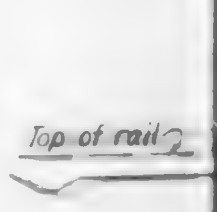
GRADE LINE DIAGRAM

No Scale

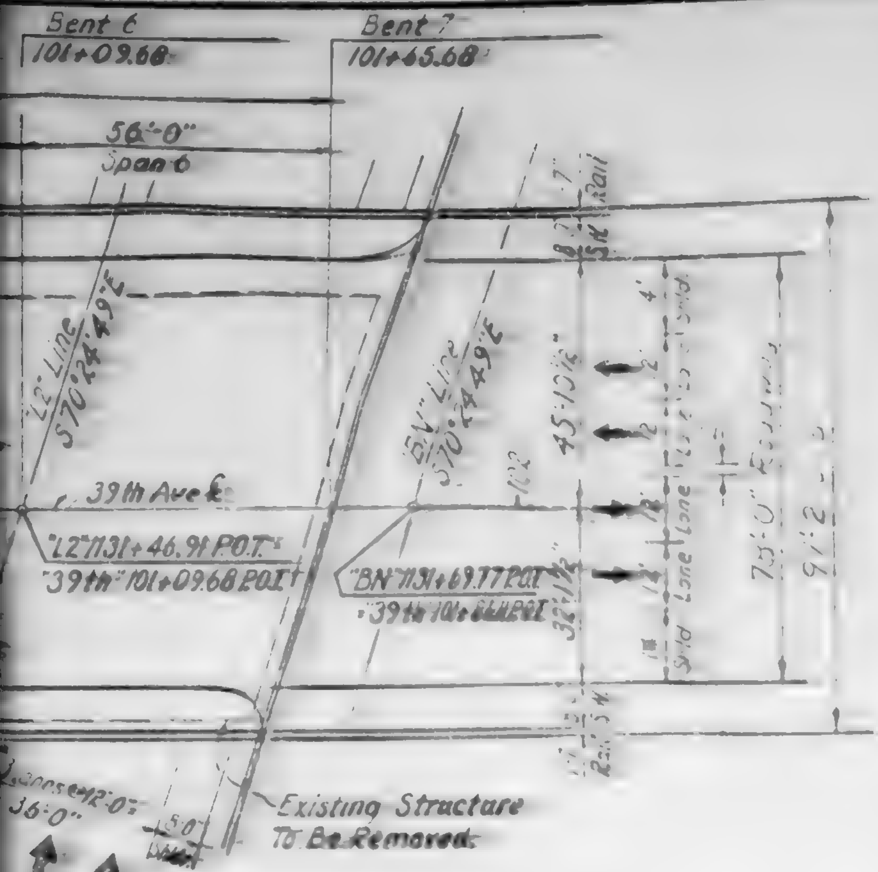


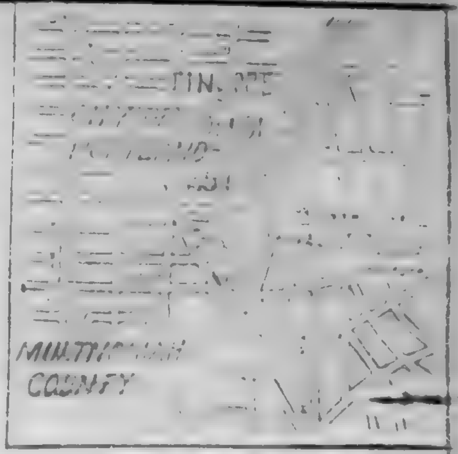
19'-0"
20'-0"
Bent 3
℄ of RR
Bent 4

RAILROAD CLEARANCE DIAGRAM



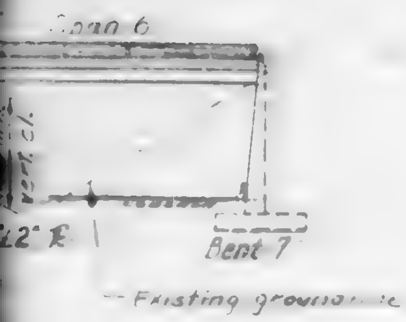
RAILROAD

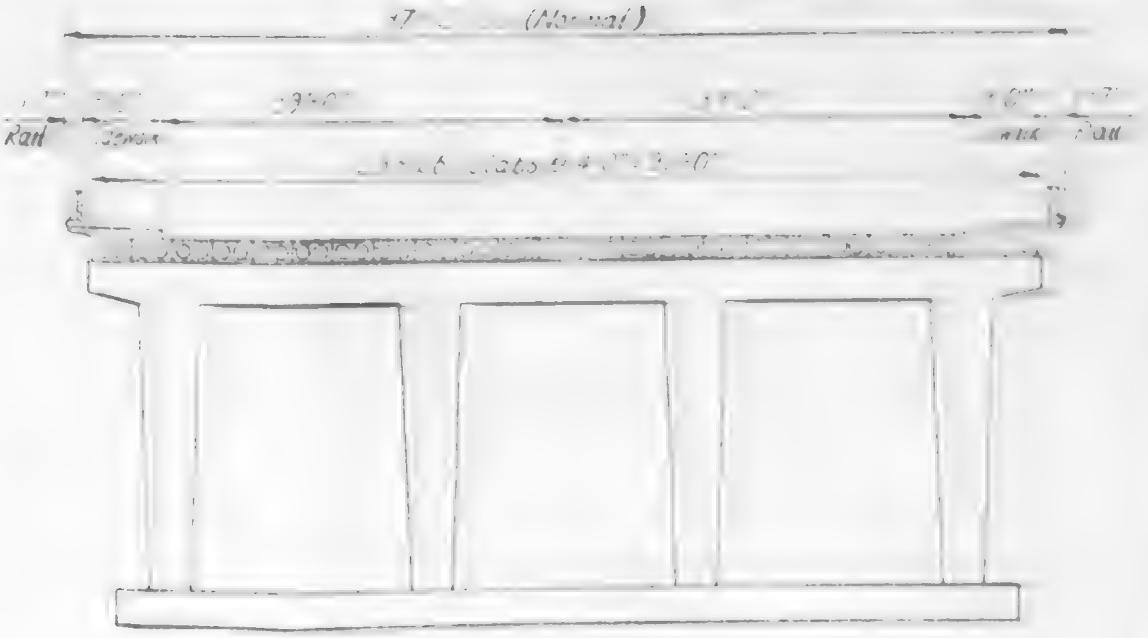

Bent 6
101+09.68
Bent 7
101+65.68
56'-0"
Span 6
"L2" Line S70°24'49"E
"BN" Line S70°24'49"E
39th Ave ℄
"L2"1131+46.91 P.O.T.= "39th" 101+09.68 P.O.T.
"BN"1131+69.77 P.O.T.= "39th" 101+[illegible] P.O.T.
45'-10½"
75'-0" Roadway
91'-2"
Existing Structure To Be Removed.
36'-0"
Rail
Lane
Sdwk


PORTLAND
MULTNOMAH COUNTY

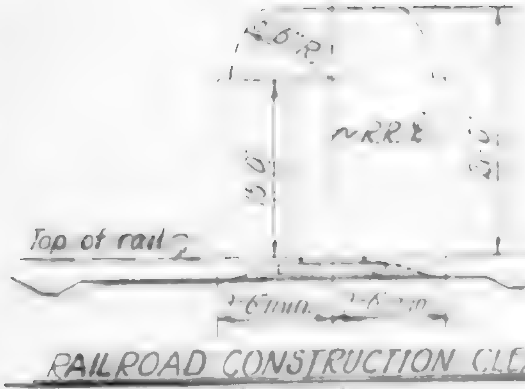
VICINITY MAP
No Scale

ADVANCE P[illegible]
SEP 1 [illegible]
DO NOT SCALE


Span 6
Bent 7
Existing ground line

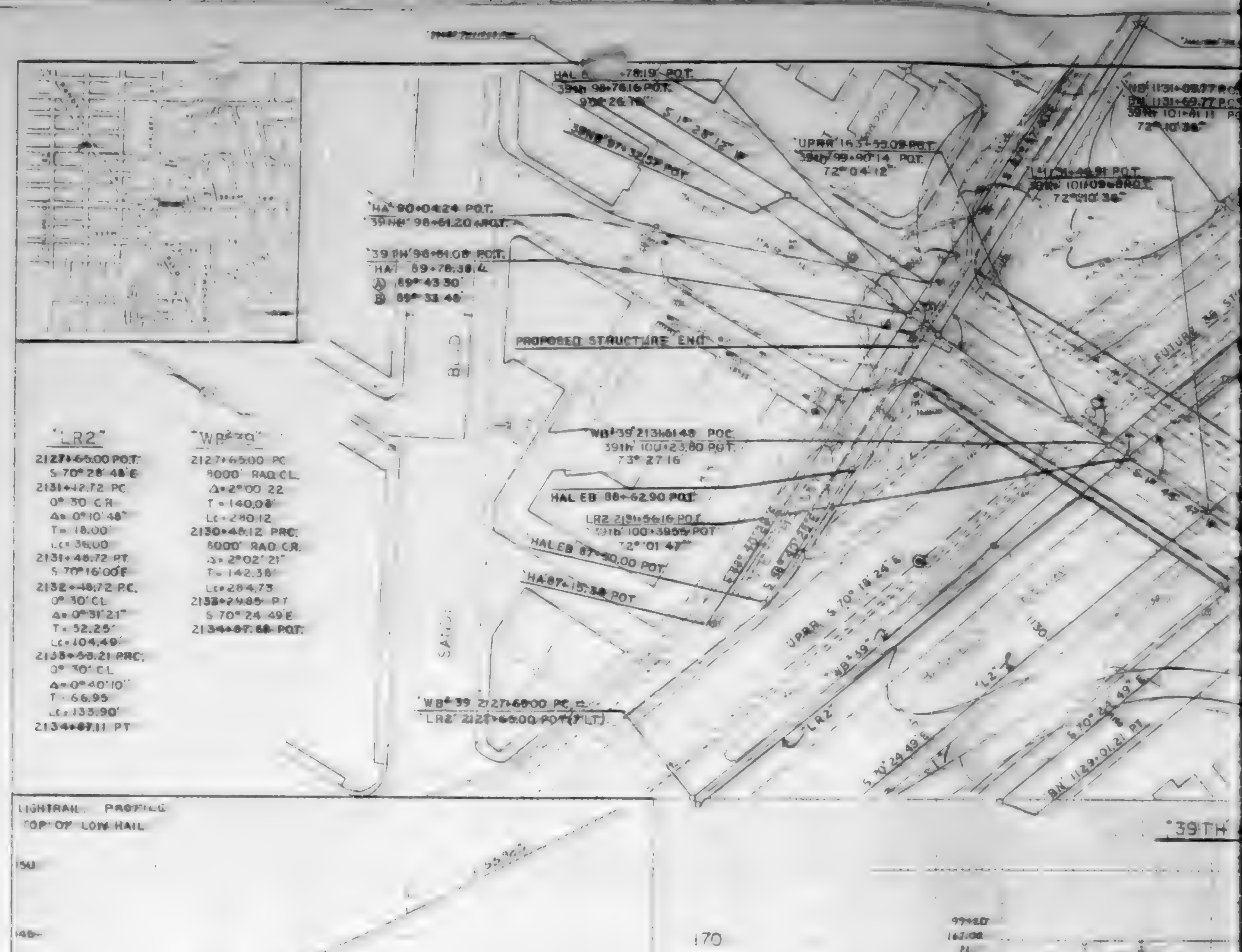

(Normal)
Rail
Curb
39'-0"
Rail
Slabs

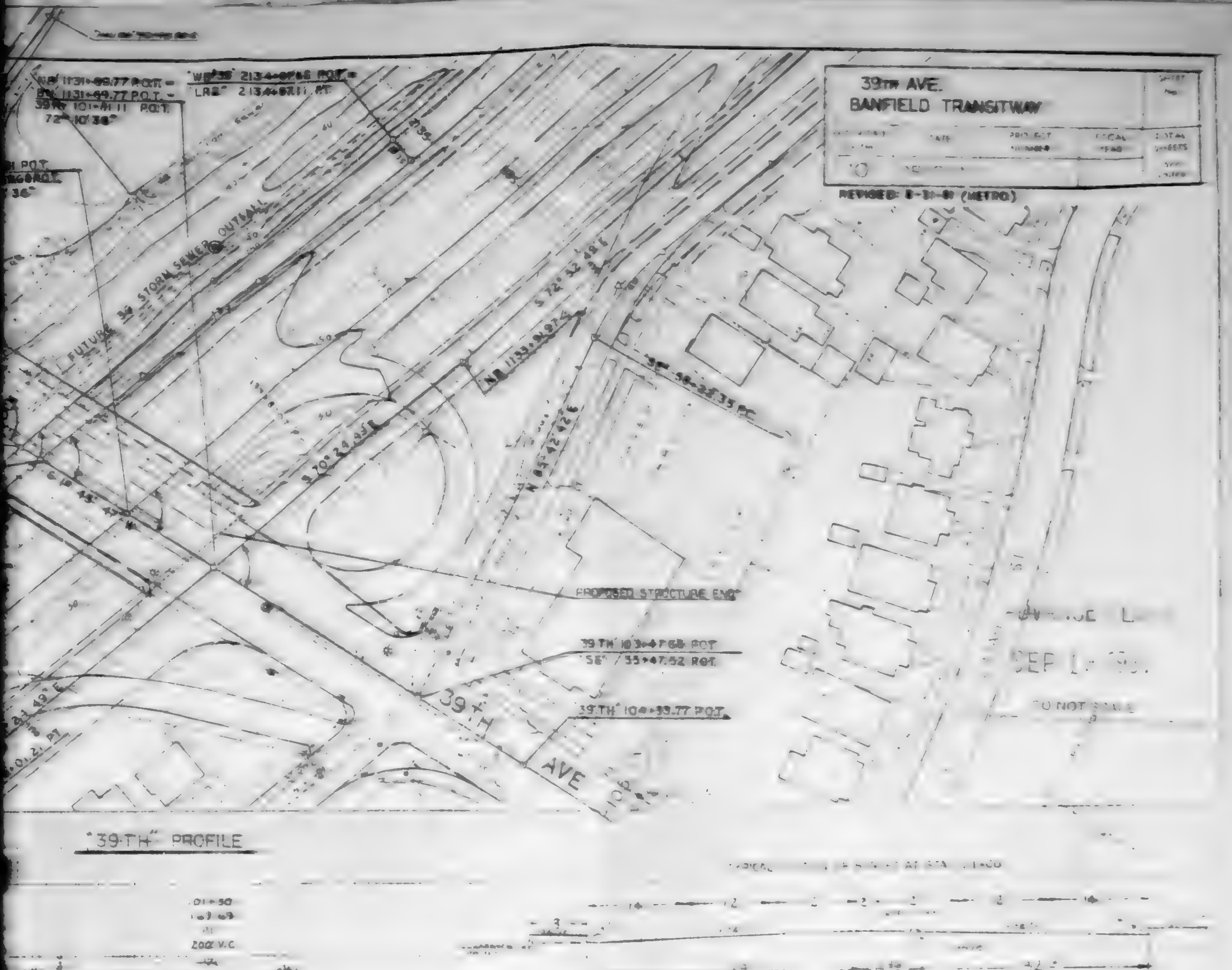
TYPICAL [illegible] SECTION


2'-6" R.
℄ R.R. ℄
Top of rail
8'-0"

RAILROAD CONSTRUCTION CLEARANCE
No Scale

APPROVED STRUCTURAL DESIGN ENGINEER TECHNICAL SERVICES ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DRAWN CHECKED REVIEWED REVIEWED ALL [illegible]	[illegible] AVE. [illegible] [illegible] HIGHWAY [illegible] SECTION [illegible] MULTNOMAH COUNTY
	PLAN AND ELEVATION (PUC)
DATE REVISION	ACCOMPANIED BY DWGS
	CALC. BOOK [illegible] 2B1 SHEET OF BRIDGE NO 704?B


HAL EB 89+78.19 POT.
39th 98+76.16 POT.
90° 26.16"
S 1° 28' 12" W
39NB 97+32.57 POT.
UPRR 163+55.09 POT.
39th 99+90.14 POT.
72° 04' 12"
WB 1131+09.77 POC
BN 1131+69.77 PC
39th 101+41.11 PO
72° 10' 36"
L 1131+48.91 POT.
39th 101+09.48 POT.
72° 10' 36"
HA 90+04.24 POT.
39NB 98+61.20 POT.
39TH 98+61.00 POT.
HA 89+78.38
Ⓐ 89° 43' 30"
Ⓑ 89° 33' 48"
PROPOSED STRUCTURE END
FUTURE 39 ST
BLVD
SANDY
WB 39 2131+61.48 POC.
39th 100+23.80 POT.
73° 27' 16"
HAL EB 88+62.90 POT.
LR2 2131+56.16 POT.
39th 100+39.55 POT
72° 01' 47"
HAL EB 87+30.00 POT.
HA 87+15.38 POT
UPRR S 70° 18' 24" E
WB 39
LR2
L2
1130
S 70° 24' 49" E
S 70° 24' 49" E
BN 1129+01.21 PT
WB 39 2127+65.00 PC
LR2 2127+65.00 POT (7' LT.)
"LR2"
2127+65.00 POT.
S 70° 28' 48" E
2131+12.72 PC.
0° 30' CR
Δ= 0° 10' 48"
T= 18.00'
Lc= 36.00
2131+48.72 PT.
S 70° 16' 00" E
2132+48.72 P.C.
0° 30' CL
Δ= 0° 31' 21"
T= 52.25'
Lc= 104.49'
2133+53.21 PRC.
0° 30' CL
Δ= 0° 40' 10"
T= 66.95
Lc= 133.90'
2134+87.11 PT
"WB 39"
2127+65.00 PC
8000' RAD. CL.
Δ= 2° 00' 22"
T= 140.08'
Lc= 280.12
2130+48.12 PRC.
8000' RAD. CR.
Δ= 2° 02' 21"
T= 142.38'
Lc= 284.73
2133+29.85 PT
S 70° 24' 49" E
2134+87.68 POT.
LIGHTRAIL PROFILE
TOP OF LOW RAIL
150
145
140
135
2128
29
2130
2131
2132
2133
2134
2135
"39TH
170
99+20
167.00
PI
50 VC
98+48
161.38
VC
2.5' DESIGN BEAM DEPTH
160
24.42
UPRR
MATCH
EXISTING STREET
EXISTING RAILROAD PROFILE (TOP OF RAIL) ARE
USGS ELEVATIONS.
ADD 1.375' TO OBTAIN THE PROJECT DATUM (CITY OF PORTLAND).
RIGHT RAIL
LEFT RAIL
158
59
60
61
62
63
64
65
166
67
68
69
95
96
97
98
99
100
101

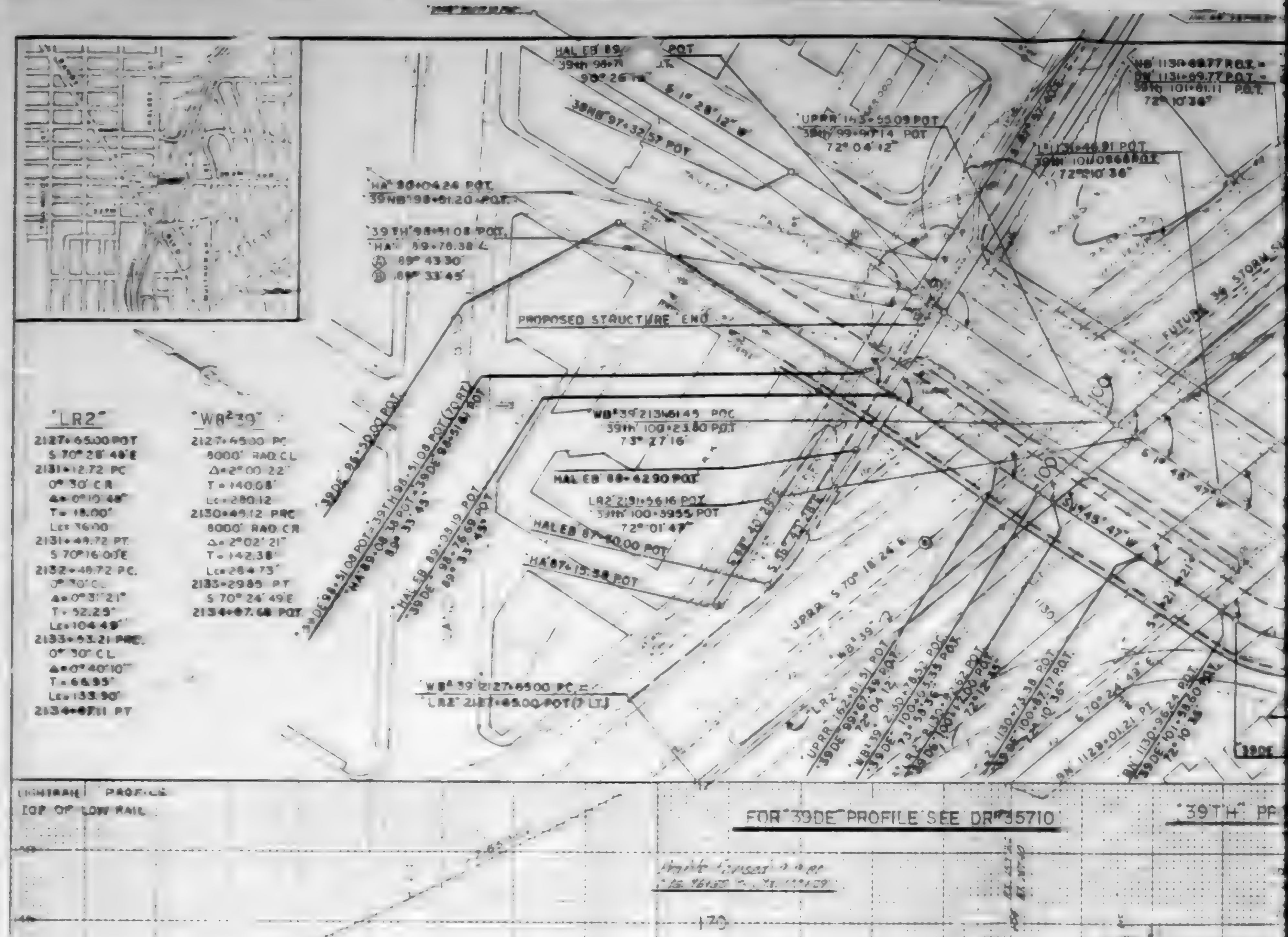


WB 1131+69.77 P.O.T. =
EB 1131+69.77 P.O.T. =
39TH 101+41.11 P.O.T.
72° 10' 38"
"WB 38" 2134+07.68 P.O.T. =
"LRB" 2134+67.11 P.T.
FUTURE 36" STORM SEWER OUTFALL
S 72° 52' 49" E
S 70° 24' 45" E
N 85° 42' 42" E
NB 1133+91.97
"38" 38+22.35 P.C.
PROPOSED STRUCTURE END
39TH 103+4.68 P.O.T.
"38" / 35+47.52 P.O.T.
39TH 104+39.77 P.O.T.
39TH AVE
"39TH" PROFILE
101+50
200' V.C.
BEAM DEPTH
103+28
104+28
LRB 1136+16.67 (14 Rt) =
39TH 101+70.06 (53.86 Lt)
"LRB" 1644+10.2
39TH 100+07.07
MATCH EXISTING STREET
PROFILE OF HIGHWAY
39
42
32
50
45
40
35
101
102
103
104
105

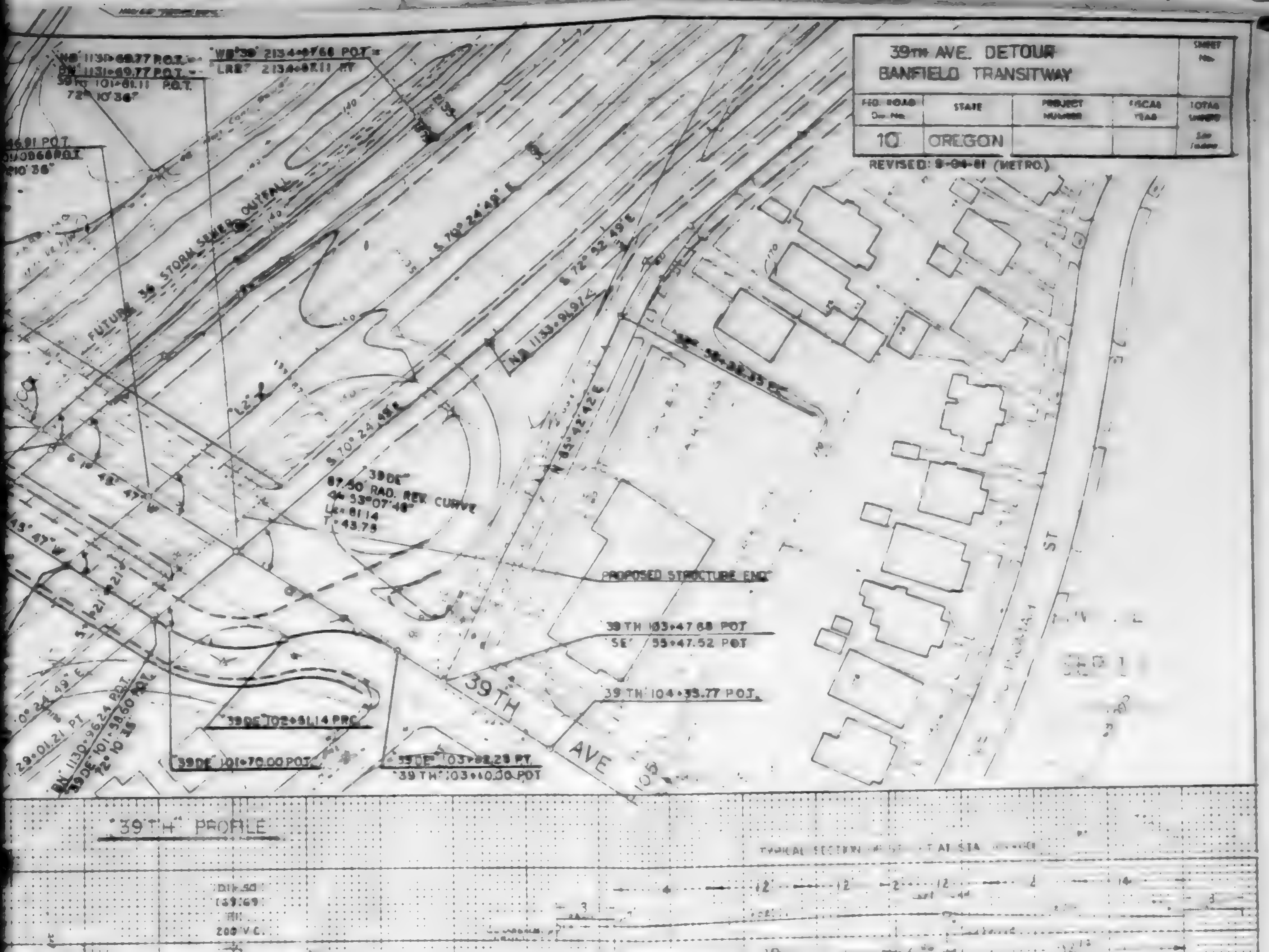
39TH AVE.
BANFIELD TRANSITWAY

REVISED: 8-31-81 (METRO)

DO NOT SCALE



"LR2"
2127+65.00 POT
S 70° 28' 48" E
2131+12.72 PC
0° 30' C.R.
Δ=0° 10' 48"
T= 18.00'
Lc= 36.00
2131+49.72 PT.
S 70° 16' 01" E
2132+48.72 PC.
0° 30' C.L.
Δ=0° 31' 21"
T= 52.25'
Lc=104.49'
2133+53.21 PRC.
0° 30' C.L.
Δ=0° 40' 10"
T=66.95'
Lc=133.90'
2134+07.11 PT
"WB²39"
2127+65.00 PC
8000' RAD. C.L.
Δ=2° 00' 22"
T=140.08'
Lc=280.12
2130+49.12 PRC
8000' RAD. C.R.
Δ=2° 02' 21"
T=142.38'
Lc=284.73'
2133+29.85 PT
S 70° 24' 49" E
2134+07.68 POT.
HAL EB 89 POT
39th 98+7 P.O.T.
90° 26'
39NB 97+32.57 POT
S 1° 28' 12" W
UPRR 143+55.09 POT
39th 99+97.14 POT
72° 04' 12"
WB 1130+68.77 P.O.T. =
39th 101+69.77 P.O.T.
39th 101+81.11 P.O.T.
72° 10' 36"
LR 2131+46.91 POT
39th 101+08.66 P.O.T.
72° 10' 36"
HA 90+04.24 POT.
39NB 98+81.20 POT.
39TH 98+51.08 POT.
HA 89+78.38
Ⓐ 89° 43' 30"
Ⓑ 89° 33' 45"
PROPOSED STRUCTURE END
FUTURE 39 STORM SEWER
WB²39 2134+81.49 POC
39th 100+23.80 POT
73° 27' 16"
HAL EB 88+62.90 POT.
LR2 2131+56.16 POT
39th 100+39.55 POT
72° 01' 47"
HAL EB 87+50.00 POT
HA 87+15.54 POT
39DE 98+51.08 POT
39DE 98+51.08 POT = 39TH 98+51.08 POT (7 RT)
WA 89+08.34 POT
39DE 98+51.08 POT
HAL EB 89+09.19 POT
39DE 98+76.69 POT
89° 33' 45"
UPRR S 70° 18' 24" E
"WB²39"
S 19° 48' 47" W
S 70° 24' 49" E
WB²39 2127+65.00 PC
"LR2" 2127+65.00 POT (7 LT.)
"LR2"
UPRR 162+81.51 POT
39DE 99+97.45 POT
72° 04' 12"
WB 39 2130+78.53 POC
39DE 100+23.53 POT
73° 58' 56"
LR2 2130+91.92 POT
39DE 100+33.02 POT
72° 12' 45"
1130+73.38 POT
39DE 100+87.17 POT
72° 10' 36"
RN 1129+01.21 PT
RN 1130+96.24 POT
39DE 101+38.60 POT
72° 10' 36"
39DE
LIGHTRAIL PROFILE
TOP OF LOW RAIL
FOR 39DE PROFILE SEE DR#35710
"39TH" PR
2.99 DESIGN BEAM DEPTH
EXISTING
ADD 1.79' TO STATE TIP PROJECT DATUM (CITY OF PORTLAND)
RIGHT RAIL
LEFT RAIL
95
96
97
98
99
100
101


WB "39" 2134+97.66 POT
LRE" 2134+68.11 PT
WB 1130+69.77 POT
BN 1131+69.77 POT
39th 101+81.11 POT
72° 10' 36"
FUTURE 36" STORM SEWER OUTFALL
S 70° 24' 49" E
S 72° 52' 49" E
NB 1133+94.91
N 65° 12' 42" E
S 70° 24' 49" E
39DE
87.50' RAD. REV. CURVE
Δ= 53°07'48"
L= 81.14
T= 43.73
PROPOSED STRUCTURE END
39TH 103+47.68 POT
"SE" 55+47.52 POT
39TH 104+33.77 POT
39DE 102+81.14 PRC
39DE 101+70.00 POT
39DE 103+02.28 PT
39TH 103+00.00 POT
39TH AVE
BN 1130+96.24 POT
39DE 101+38.60 POT
72° 10' 36"
ST
"39TH" PROFILE
TYPICAL SECTION
DESIGN BEAM DEPTH
200' V.C.
EXISTING STREET
PROFILE OF HIGHWAY
100
101
102
103
104
105

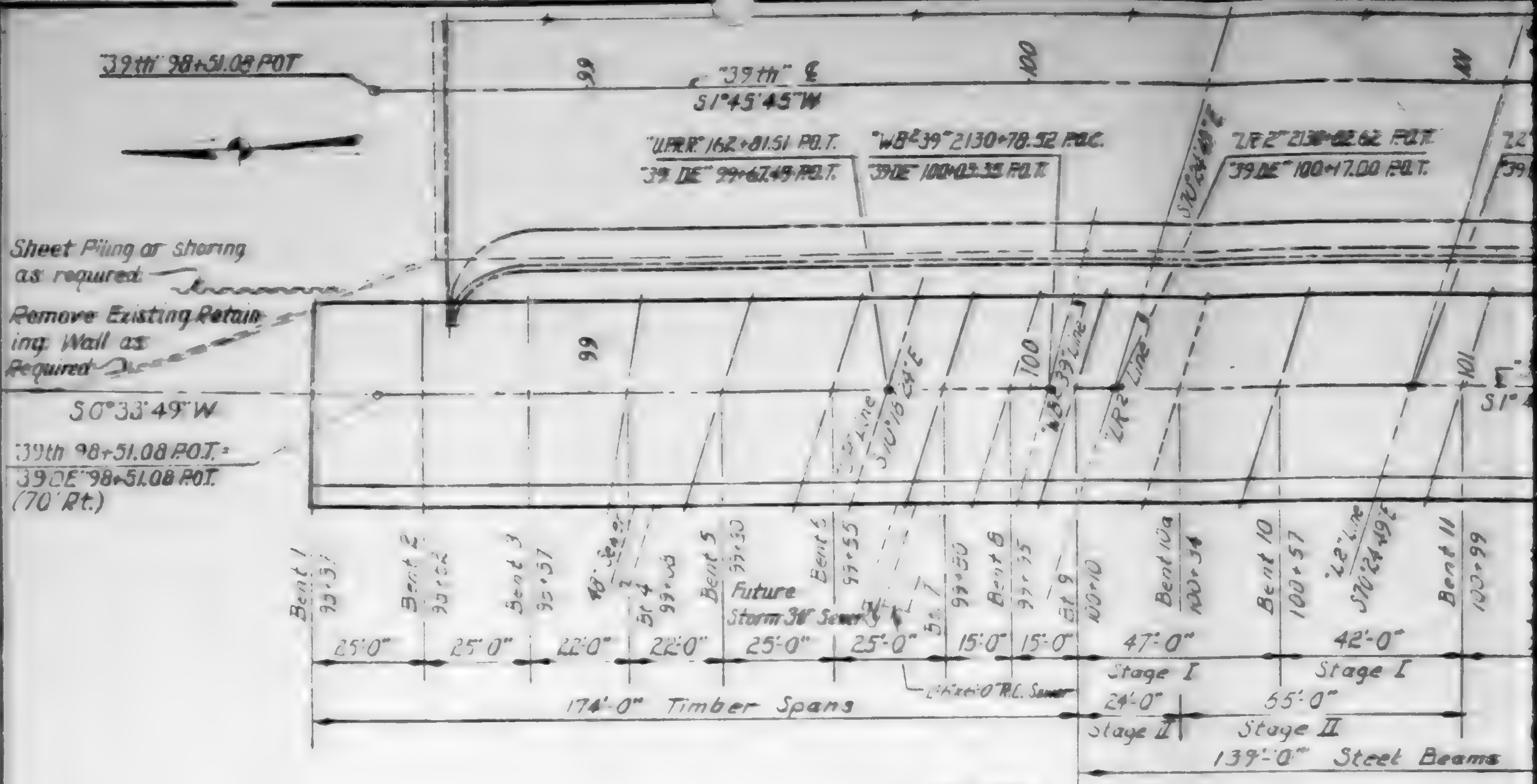
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

39TH AVE. DETOUR
BANFIELD TRANSITWAY

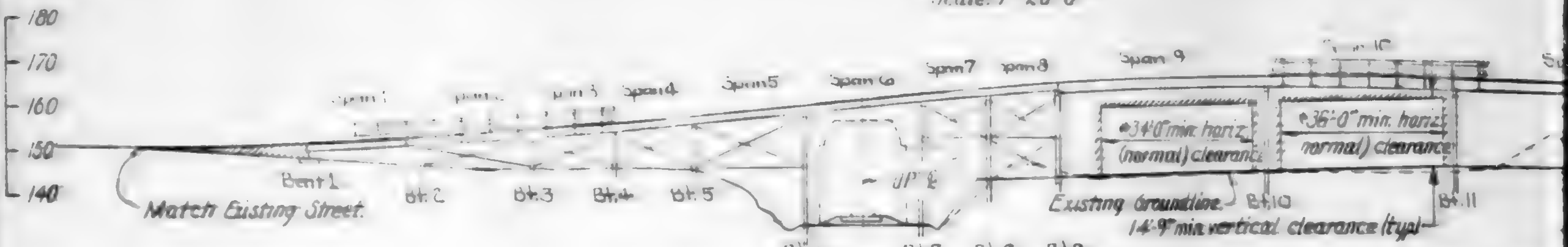
REVISED: 9-04-81 (METRO)

BR # 7042 B

DR # 35706

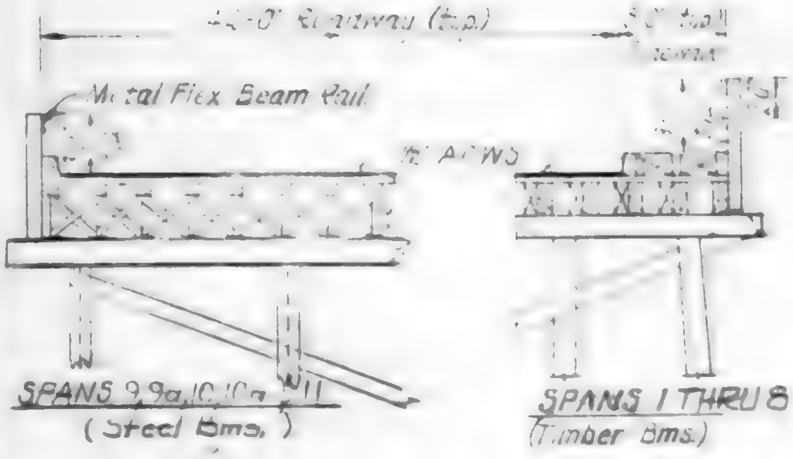

"39th" 98+51.08 P.O.T.
"39th" ℄
S1°45'45"W
99
100
"U.P.R.R." 162+81.51 P.O.T.
"39 DE" 99+67.49 P.O.T.
"WB ℄ 39" 2130+78.52 P.O.C.
"39 DE" 100+05.35 P.O.T.
"LR 2" 2130+82.62 P.O.T.
"39 DE" 100+17.00 P.O.T.
Sheet Piling or shoring as required
Remove Existing Retaining Wall as Required
S0°33'49"W
39th 98+51.08 P.O.T. = 39 DE 98+51.08 P.O.T. (70' Rt.)
Bent 1
Bent 2
Bent 3
48" Sewer
Bt 4
Bent 5
Future Storm 36" Sewer
Bent 6
Bt 7
Bent 8
Bt 9
Bent 10a
100+34
Bent 10
100+57
"L2" Line S70°24'49"E
Bent 11
100+99
25'-0"
25'-0"
22'-0"
22'-0"
25'-0"
25'-0"
15'-0"
15'-0"
47'-0"
42'-0"
Stage I
Stage I
24'-0"
55'-0"
Stage II
Stage II
174'-0" Timber Spans
139'-0" Steel Beams
6'x6'-0" R.C. Sewer

PLAN
Scale: 1"=20'-0"


180
170
160
150
140
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
Span 7
Span 8
Span 9
Span 10
*34'-0" min. horiz. (normal) clearance
*36'-0" min. horiz. (normal) clearance
UP ℄
Bent 1
Bt. 2
Bt. 3
Bt. 4
Bt. 5
Bt. 6
Bt. 7
Bt. 8
Bt. 9
Bt. 10
Bt. 11
Match Existing Street
Existing Groundline
14'-9" min. vertical clearance (typ.)

ELEVATION: STAGE I
Scale: 1"=20'-0"

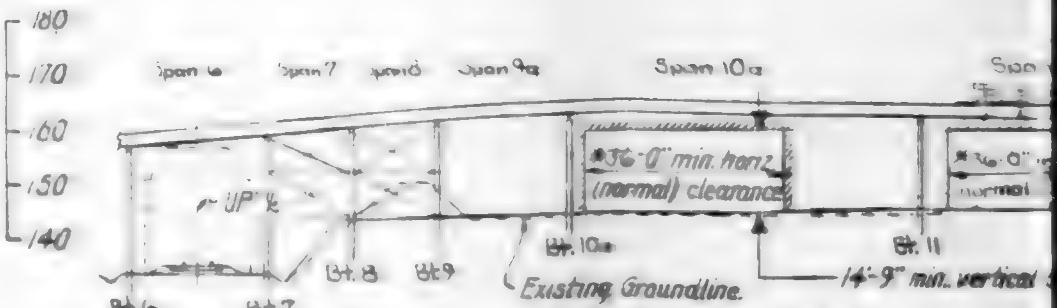
*Note: Maint
bridge constr
roadway, tra


42'-0" Roadway (typ.)
5'-0" (typ.)
Metal Flex Beam Rail
AC WS

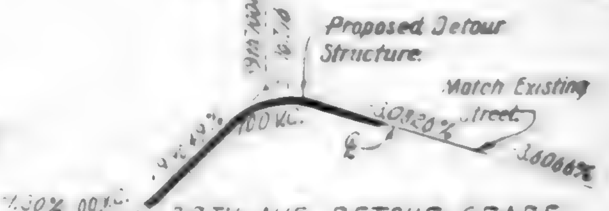
SPANS 9,9a,10,10a
(Steel Bms.)

SPANS 1 THRU 8
(Timber Bms.)

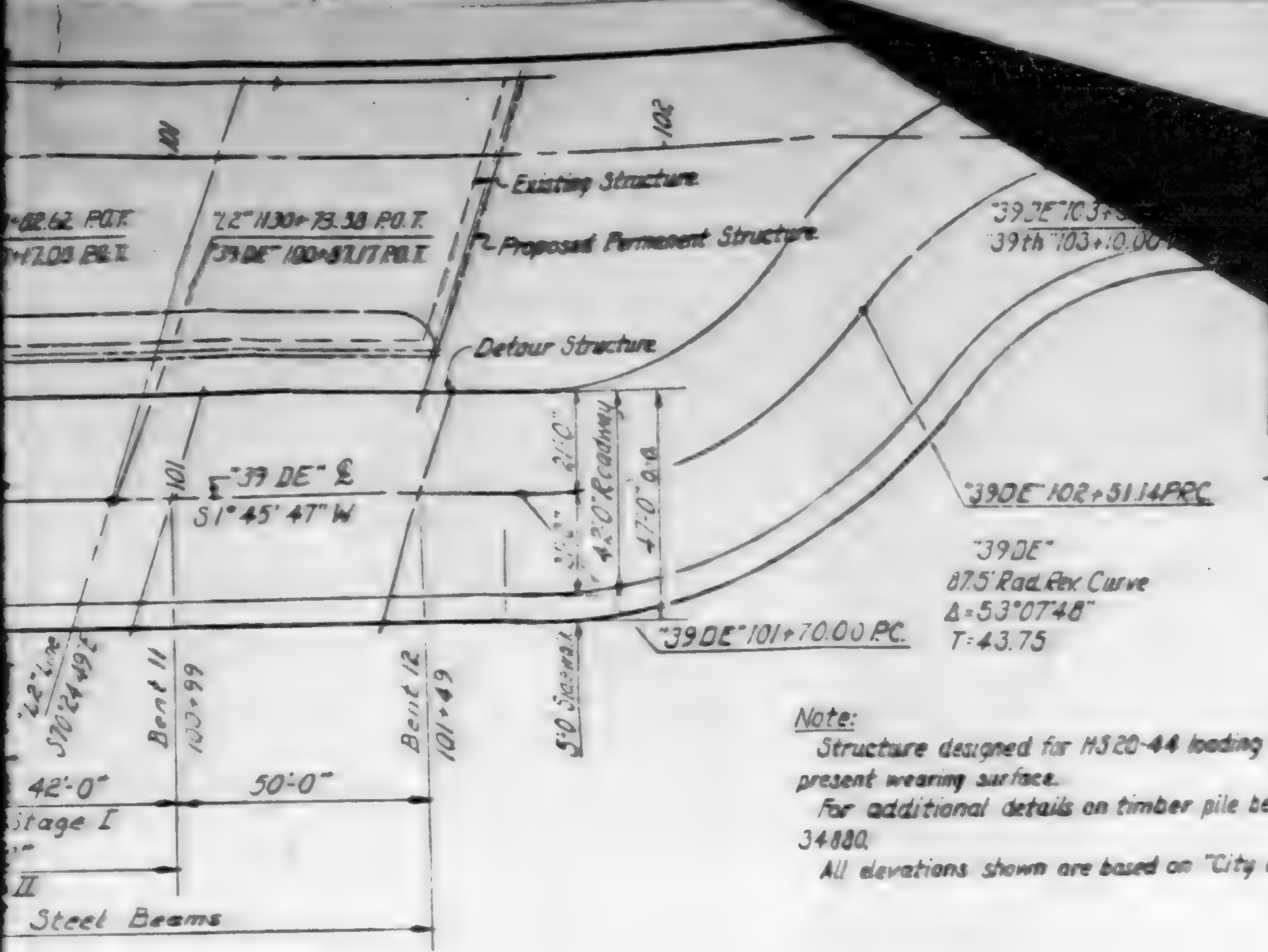
TYPICAL X-SECTION
No Scale


180
170
160
150
140
Span 6
Span 7
Span 8
Span 9a
Span 10a
*36'-0" min. horiz. (normal) clearance
*36'-0"
(normal
UP ℄
Bt. 6
Bt. 7
Bt. 8
Bt. 9
Bt. 10a
Bt. 11
Existing Groundline.
14'-9" min. vertical

ELEVATION: STAGE II
Scale: 1"=20'-0"


Proposed Detour Structure.
Match Existing Street.
100 V.C.
+10.20%
1.6086%
1.30%
00%
Match Existing Street.
39th 98+51.08 P.O.T.
150.77

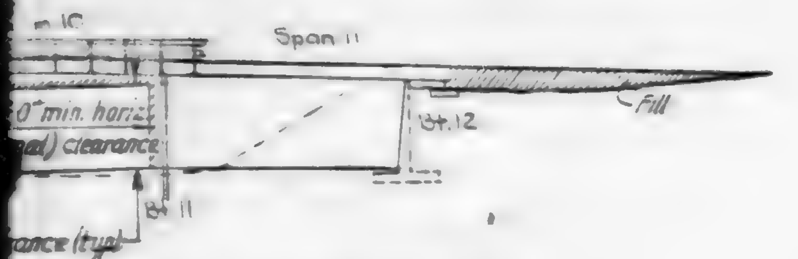
39TH AVE DETOUR GRADE
LINE DIAGRAM
No Scale


101
102
+82.62 P.O.T.
+17.03 P.O.T.
"I-2" 1130+73.38 P.O.T.
"39 DE" 100+87.17 P.O.T.
Existing Structure
℄ Proposed Permanent Structure
Detour Structure
"39 DE" 103+…
"39th" 103+10.00…
"39 DE" ℄
S1°45'47"W
21'-0"
42'-0" Roadway
47'-0" o.o.
"39DE" 102+51.14 PRC
"39DE"
87.5' Rad. Rev. Curve
Δ=53°07'48"
T=43.75
"39DE" 101+70.00 P.C.
"I-2" Line S70°24'49"E
Bent 11
100+99
Bent 12
101+49
5'-0" Sidewalk
42'-0"
50'-0"
Stage I
II
Steel Beams

MULT…
COUNTY

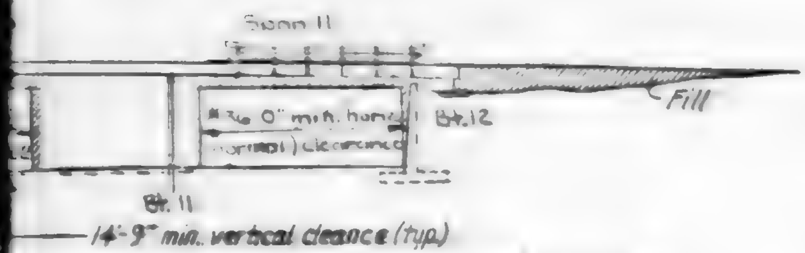
VICINITY MAP

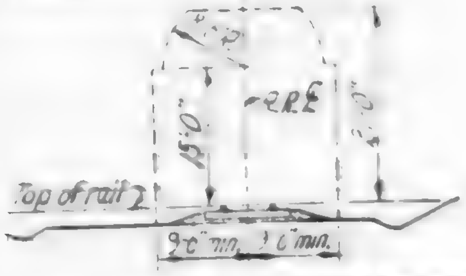
Note:
Structure designed for HS20-44 loading with an allowance of 20psf for present wearing surface.
For additional details on timber pile bents not shown see drwg. no. 34880.
All elevations shown are based on "City of Portland Datum"


Span 10
Span 11
0" min. horiz.
(…al) clearance
Fill
Bt.12
Bt.11
…ance (typ.)

* Note: Maintain 2 openings thru bridge construction for stage roadway traffic.

SEP 1…


Span 11
Fill
*36'-0" min. horiz.
(normal) clearance
Bt.12
Bt.11
14'-9" min. vertical cleance (typ.)
…GE II


15'-0"
23'-0"
℄ R.R.
Top of rail ℄
9'-0" min.
3'-0" min.

RAILROAD CONSTRUCTION CLEARANCE
No Scale

APPROVED
P.E.
STRUCTURAL DESIGN ENGINEER

DESIGNED
DRAWN T.H.
CHECKED
REVIEWED
REVIEWED
CALC BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

N.E. 39TH AVE. U'XING
PACIFIC HIGHWAY (I-5) ~ N.E. 47TH AVE. SECTION
COLUMBIA RIVER HWY (I-84) MULTNOMAH COUNTY

DETOUR STRUCTURE
PLAN AND ELEVATION (PUC)

DATE July 1981
BRIDGE NO 7042B
SHEET … OF …
DRAWING NO. …204

PLN 8
Banfield

951-3

ROW 18-2

September 15, 1981

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Crossing No. 2A-002.90-A
NE Sandy Blvd. @ UPRR

NOTED
H.S. COULTER

Dear Dave:

Enclosed is an original and ten copies of an Application relating to the subject matter. This has to do with the Banfield Transitway Project. Your prompt attention to this matter would be appreciated.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Enc.

bc: H. S. Coulter - w/attach.
E. S. Hunter- w/attach.
Walt Hart - w/attach.
Ed Hardt - w/attach.
Robert Bothman - w/attach.
C. T. Keasey - w/attach.
D. E. Swan - w/attach.
Jack Sollis - w/attach.
Robert Sandmann - w/attach.

RECEIVED
STATE HWY ENGR
SEP 15 '81
REFER TO
File

PUC Docket No. SXF ____________
PUC Crossing No. 2A-002.90-A
DOT-AAR Crossing No. UP 809156N

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The State of Oregon by and through its
(name of applicant)

Department of Transportatation, Highway Division

for the authority, pursuant to ORS 763. 030, to
(020/030/040)

alter a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of Sandy Blvd. Highway
(name of street or highway)

and Union Pacific Railroad Co.
(name of railroad company)

Mainline
(name of railroad main or branch line or other trackage)

in Portland, Multnomah County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ____________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) X Other (please specify) Construction of detour structure over an existing railroad.

There will be sidewalk and traffic rail reconstruction and reconstruction of portion of an existing span within RR R/W.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

7. **Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):** Construction of a detour structure for Sandy Blvd. Highway traffic over the Columbia R. Hwy., I-84 and UPRR. This will allow for removal and reconstruction of a portion of the Sandy Blvd. structure over the Columbia R. Hwy. Sidewalk and traffic rail of the existing structure will be removed and reconstructed over the UPRR. The on ramp portion of the Sandy

8. a. **Is the project contemplated required by the public safety, necessity, convenience and general welfare?** yes (yes/no)

   b. **If yes, why?** To accommodate the widening of the Columbia R. Hwy. and construction of the Light Rail Transitway adjacent to the highway which will provide for increased highway traffic and improved safety.

9. **Is the crossing involved (to be) a separated crossing?** yes (yes/no)

Blvd. structure will be removed and reconstructed. The east end that adjoins the overcrossing structure is outside of the highway easement line andwithin UPRR R/W. The detour structure to be removed upon completion of existing structure alterations.

11.a. (continued)

(3) Surface—

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	________	________
Type of surface of traveled way:		
on approaches	________	________
at crossing	________	________
Type of surface on shoulders;	________	________
Condition of surface:		
on approaches	________	________
at crossing	________	________
Is highway curbed on the approaches?	________	________
Is there one or more sidewalks at this crossing?	________	________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on—

	At present:	After completion:
________ approach (N or E)	± ________ %	± ________ %
________ approach (S or W)	± ________ %	± ________ %

(5) Nearest public roadway intersection on each approach—

(a) ________ approach: ______ft; ADT ________
(N or E)

(b) ________ approach: ______ft; ADT ________
(S or W)

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter—see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) __________? (b) __________.
(yes/no) (yes/no)

11.b. (Continued)

	At present:	After completion:
(4) Nearest switch—		
______ (N or E) of crossing:	______ ft.	______ ft.
______ (S or W) of crossing:	______ ft.	______ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 20,000 ; After completion 20,000 ;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on ______ (N or E) approach:	______ mph	______ mph
on ______ (S or W) approach:	______ mph	______ mph
At crossing:	______ mph	______ mph
Posted speed limit on approaches:	______ mph	______ mph
(3) Direction of traffic flow:	______ (N & S, etc.)	______

b. The Railroad

	At present:	Expected after completion:
(1) Train movements— (avg. per day)		
Freight trains:	16	16
Switching movements:	4	4
Passenger trains:	2	2
(2) Speed of trains—		
Maximum allowable:	______ mph	______ mph
Typical:	______ mph	______ mph
Slowest Normal:	______ mph	______ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
______ (N or E) approach:	______ ft. to right; ______ ft. to left
______ (S or W) approach:	______ ft. to right; ______ ft. to left

*Safe Stopping Distance (see table page 7).

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon State Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon State Highway Division

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in vicinity

42. Other items of construction and cost distribution:

None

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon State Highway Bridge Section Dwg. Nos. 36197,36198,36199, 36200,35703,35704,35709,35710

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5,8,9,10,11,12,15,16

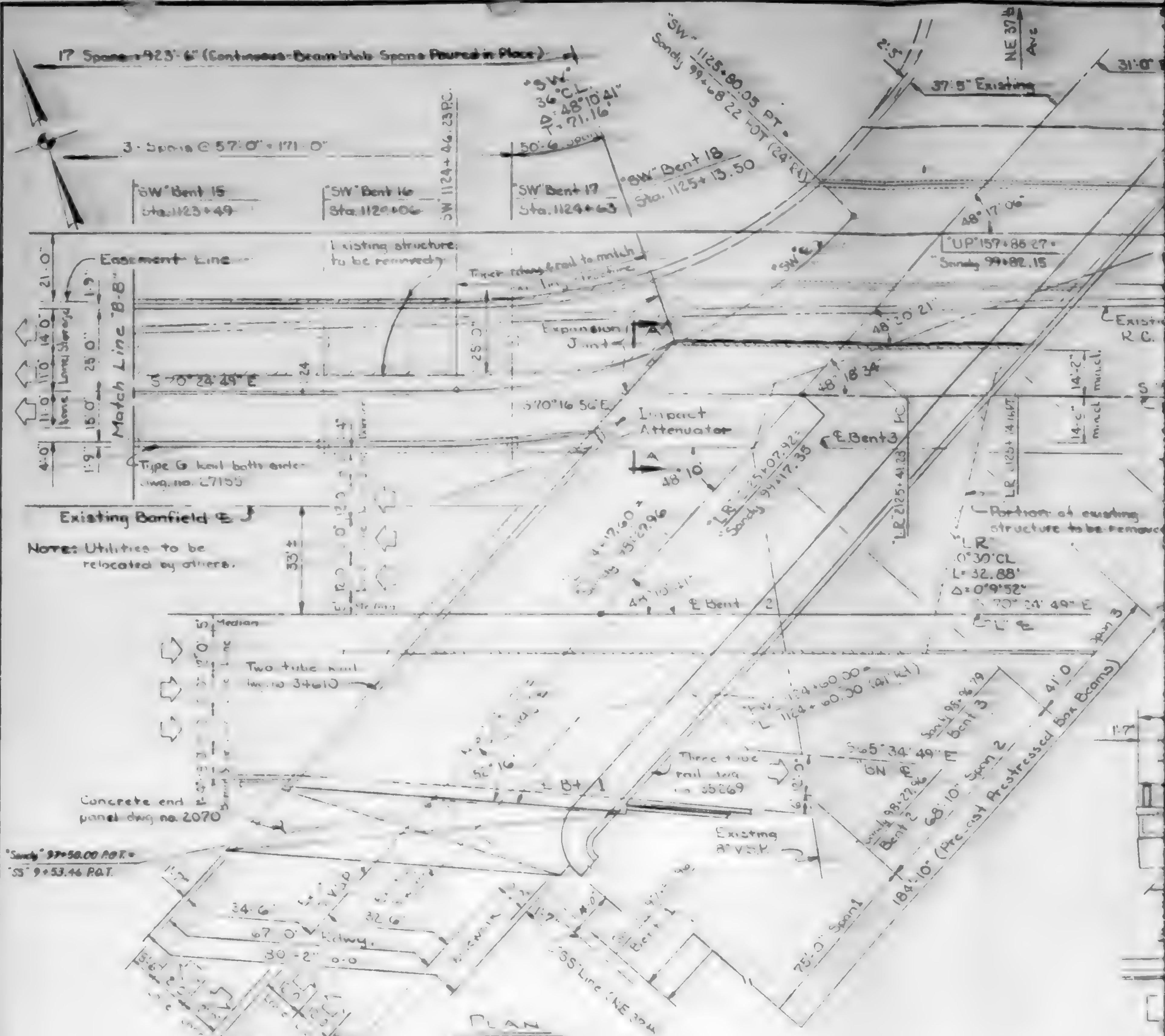
Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 11 day of September, 1981.

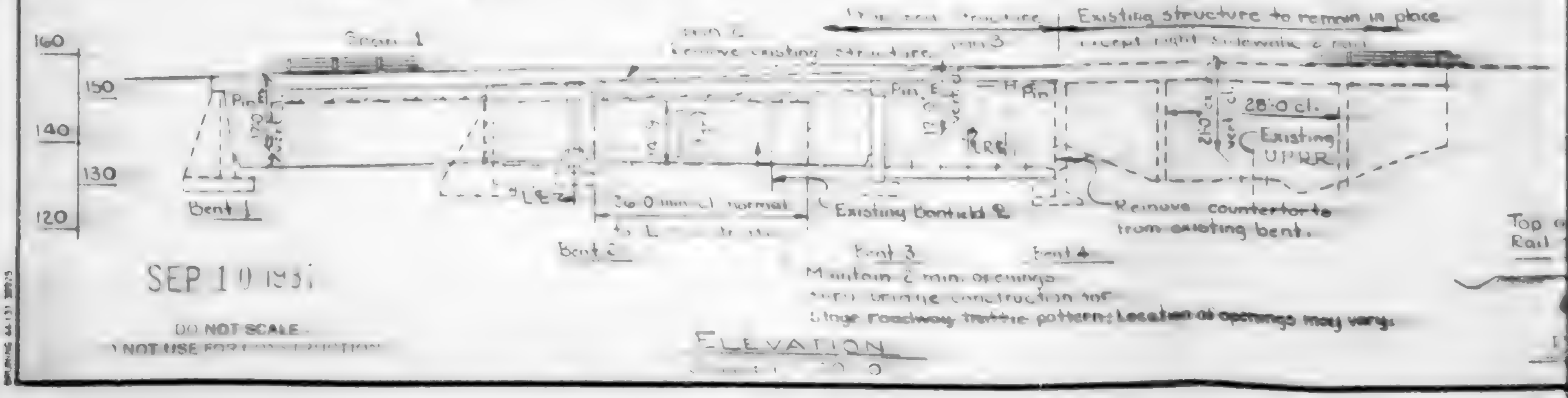
(Applicant)

(Attorney)

PUC Form 202 (30) 1-80
Page Seventeen (Section V)


17 Spans = 923'-6" (Continuous Beam-Slab Spans Poured in Place)
3 - Spans @ 57'-0" = 171'-0"
"SW" 36° CL
Δ = 48°10'41"
T = 71.16'
50'-6"
"SW" 1125+80.05 PT = Sandy 99+68.22 POT (24' Rt)
SW 1124+46.23 PC
"SW" Bent 15 Sta. 1123+49
"SW" Bent 16 Sta. 1124+06
"SW" Bent 17 Sta. 1124+63
"SW" Bent 18 Sta. 1125+13.50
NE 37th Ave
37'-5" Existing
31'-0"
2'-5"
48°17'06"
"UP" 157+88.27 = "Sandy" 99+82.15
Easement Line
Existing structure to be removed
Taper railing & rail to match existing structure
Match Line "B-B"
21'-0"
14'-0"
11'-0"
11'-0"
4'-0"
25'-0"
15'-0"
1'-9"
Lane
Lane
Expansion Joint
48°30'21"
48°18'34"
Existing R.C.
S 70°24'49" E
S 70°16'56" E
Impact Attenuator
℄ Bent 3
14'-2" min. cl.
14'-6" min. cl.
Type G Rail both sides dwg. no. 27155
48°10'
"LR" 1125+07.92 = Sandy 94+17.35
LR 1125+41.28 PC
LR 1125+14.16 PT
Portion of existing structure to be removed
"LR" 0°30' CL
L = 32.88'
Δ = 0°9'52"
S 70°24'49" E
"L" ℄
Existing Banfield ℄
Note: Utilities to be relocated by others.
33'±
℄ Bent 2
Median
Two tube Rail dwg. no. 34610
1124+60.00 = 1124+60.30 (41' Rt)
Sandy 98+86.79 Bent 3
41'-0"
Span 3
S 65°34'49" E
BN ℄
Three tube rail dwg. no. 35269
Bent 1
Sandy 98+27.96 Bent 2
68'-10" Span 2
184'-10" (Pre-cast Prestressed Box Beams)
Concrete end panel dwg. no. 2070
Existing 8" V.S.P.
"Sandy" 97+50.00 P.O.T. = "SS" 9+53.46 P.O.T.
34'-6"
67'-0" Rdwy.
32'-6"
80'-2" o-o
75'-0" Span 1
"SS" Line (NE 32nd Ave)
4'-0"
1'-7"

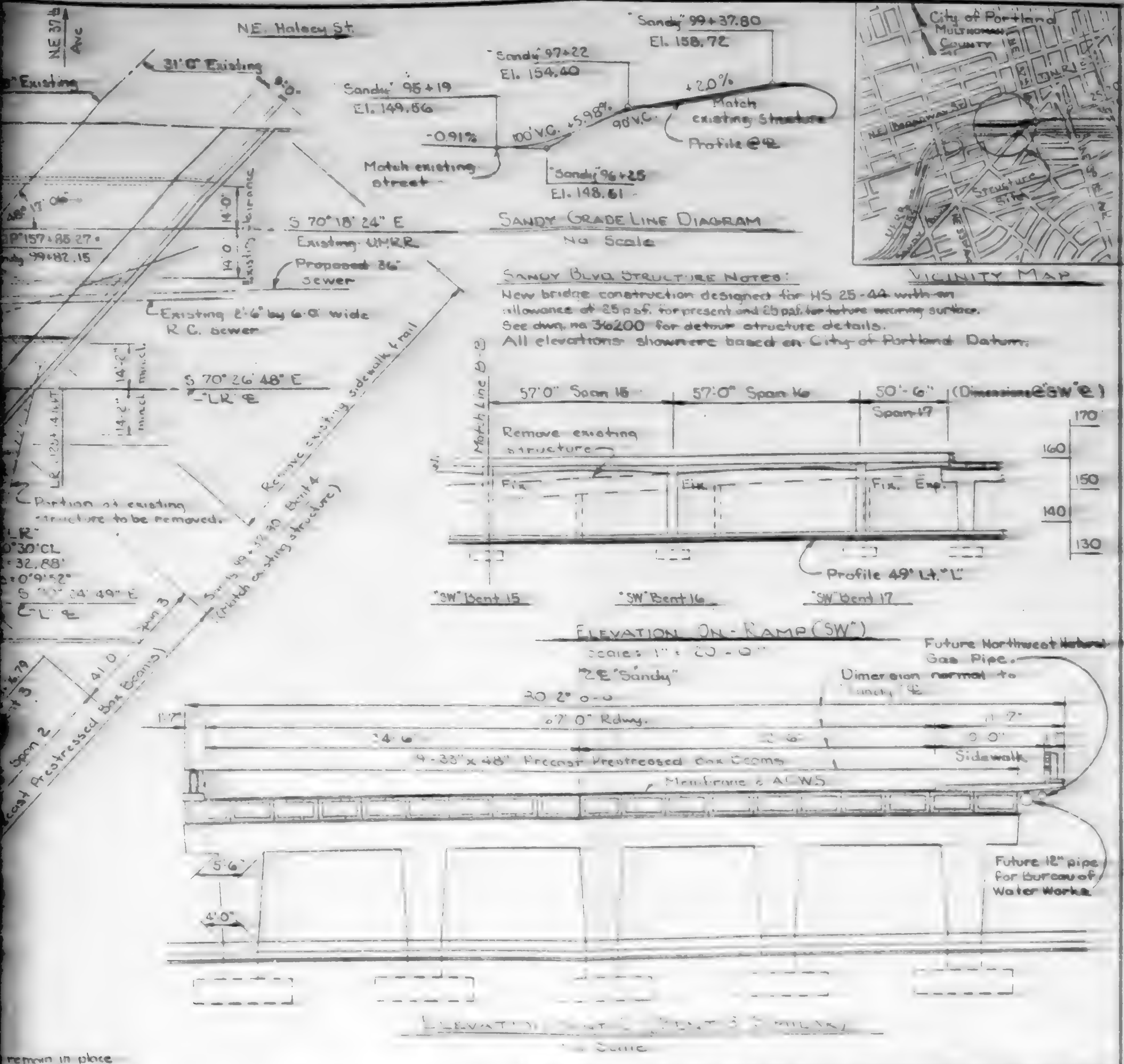
PLAN
Scale: 1" = 20'-0"


Existing structure to remain in place except right sidewalk & rail
Span 1
Span 2 Remove existing structure
Span 3
160
150
140
130
120
Pin
Pin ℄
Pin
H
Rkr.
28'-0" cl.
Existing UPRR
Bent 1
Bent 2
36'-0" min. cl. normal
Existing Banfield ℄
Remove counterforte from existing bent.
Bent 3
Bent 4
Maintain 2 min. openings during bridge construction for stage roadway traffic pattern. Location of openings may vary.
Top of Rail

ELEVATION

SEP 10 1987

DO NOT SCALE
NOT USE FOR CONSTRUCTION

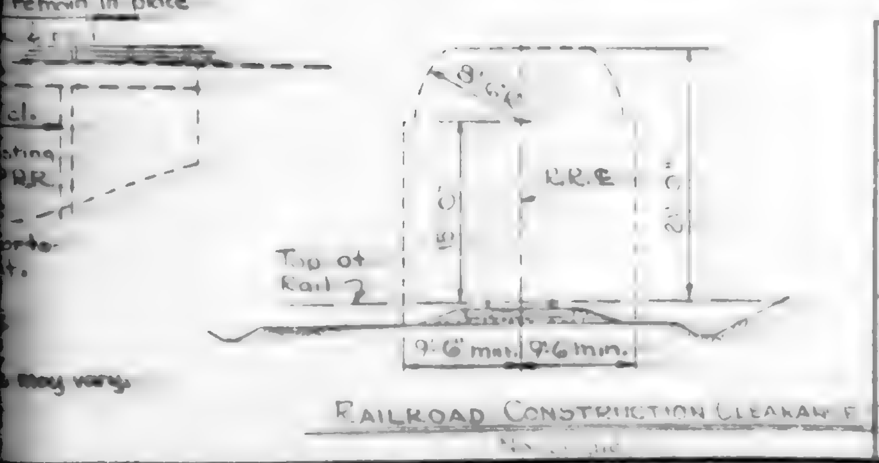

N.E. Halsey St.
NE 37th Ave
31'-0" Existing
8'-0"
Existing
S 70°18'24" E
Existing UMRR
14'-0"
Proposed 36" sewer
Existing 2'-6" by 6'-0" wide R.C. sewer
S 70°26'48" E
"LR" ℄
14'-2" min. cl.
14'-6" min. cl.
Portion of existing structure to be removed.
Remove existing sidewalk & rail
Sandy 99+37.80 Bent 4 (Match existing structure)
Span 3
Span 2
41'-0"
Precast Prestressed Box Beams
"LR"
S 70°24'49" E
"L" ℄
"Sandy" 99+37.80
El. 158.72
"Sandy" 97+22
El. 154.40
"Sandy" 95+19
El. 149.66
+2.0%
Match existing Structure
-0.91%
100' V.C.
+5.98%
90' V.C.
Profile @ ℄
Match existing street
"Sandy" 96+25
El. 148.61
Sandy Grade Line Diagram
No Scale
City of Portland
Multnomah County
N.E. Broadway St.
Structure Site
Vicinity Map
Match Line (B-2)
57'-0" Span 15
57'-0" Span 16
50'-6" Span 17
(Dimensions @ "SW" ℄)
Remove existing structure
Fix.
Exp.
170
160
150
140
130
Profile 49' Lt. "L"
"SW" Bent 15
"SW" Bent 16
"SW" Bent 17
Elevation On-Ramp ("SW")
Scale: 1" = 20'-0"
"℄ Sandy"
Future Northwest Natural Gas Pipe.
Dimension normal to Sandy ℄
80'-2" o-o
67'-0" Rdwy.
11'-7"
34'-6"
9'-0"
Sidewalk
9 - 33" x 48" Precast Prestressed Box Beams
Membrane & ACWS
1'-7"
5'-6"
4'-0"
Future 12" pipe for Bureau of Water Works
Elevation Bent 2 (Bent 3 Similar)
No Scale

Sandy Blvd Structure Notes:

New bridge construction designed for HS 25-44 with an allowance of 25 p.s.f. for present and 25 p.s.f. for future wearing surface.

See dwg. no. 36200 for detour structure details.

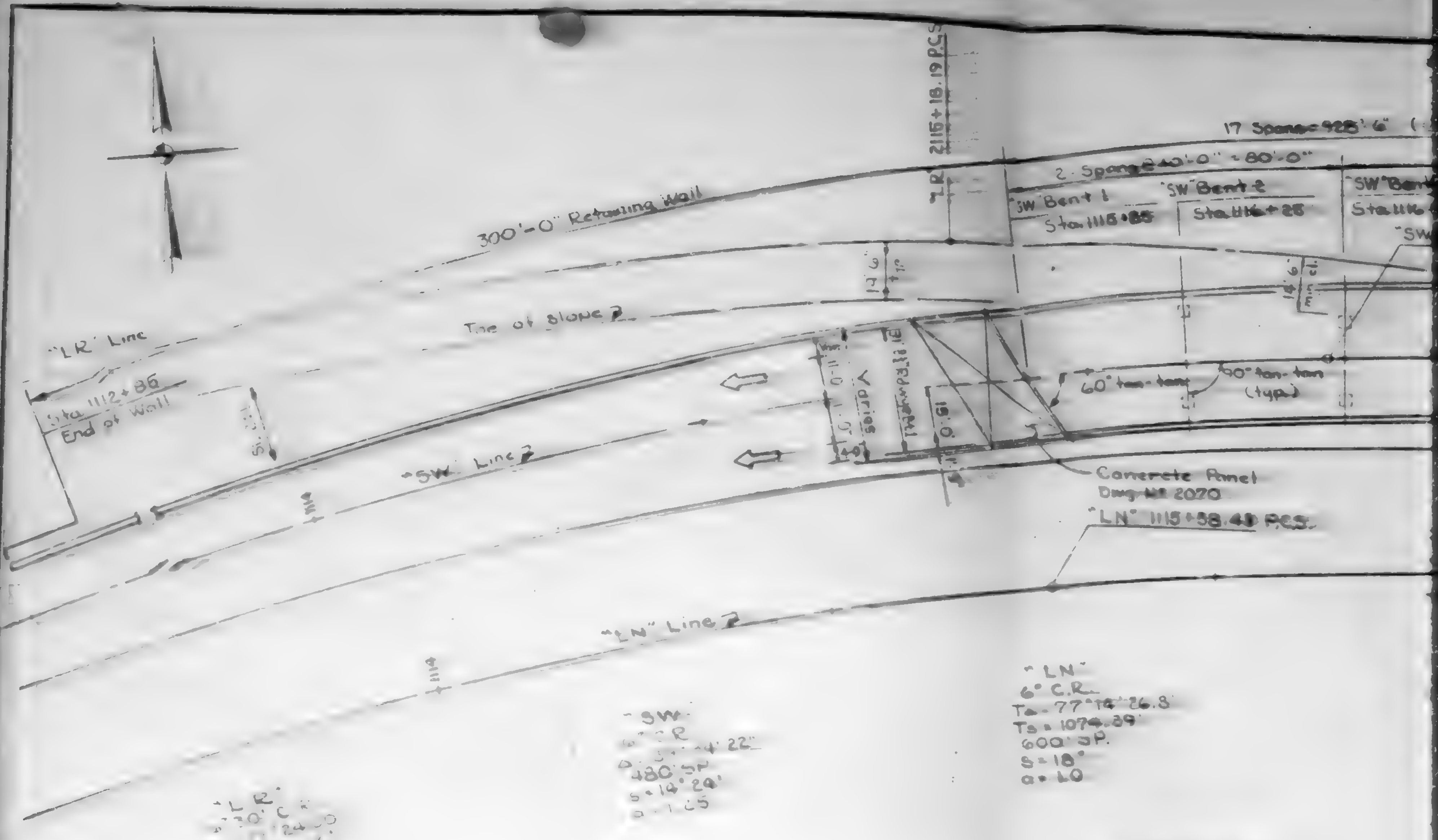
All elevations shown are based on City of Portland Datum.


remain in place
cl.
Existing
RR
Top of Rail
8'-6"
R.R. ℄
15'-0"
21'-0"
9'-6" max.
9'-6" min.
may vary.

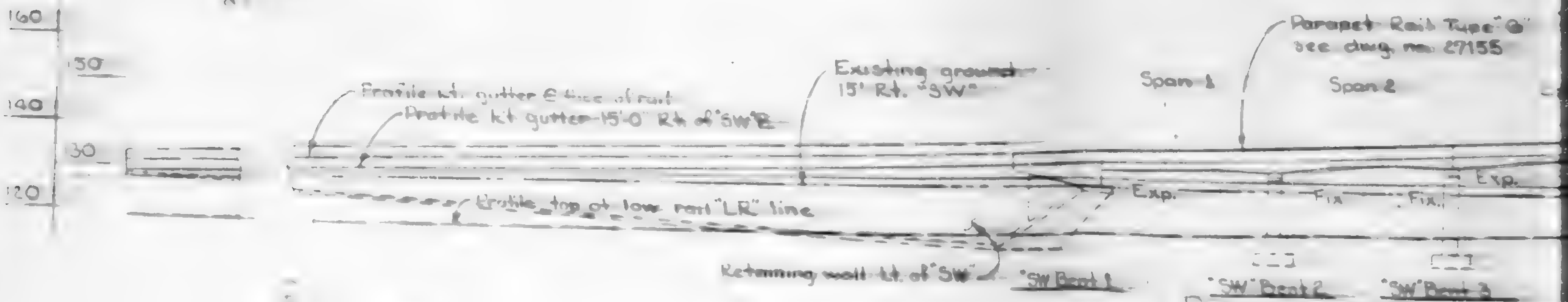
Railroad Construction Clearance

No Scale

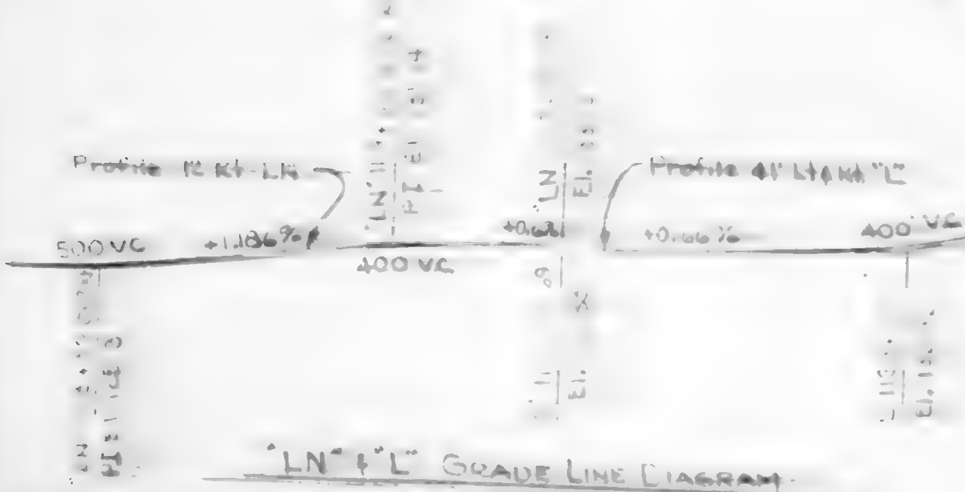
APPROVED	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER	N.E. Sandy Blvd. Hwy. Uxing and On Ramp Pacific Hwy. (I-5) - N.E. 47th Ave. Sec. Columbia R. Hwy. (I 84) Multnomah County
TECHNICAL SERVICES ENGINEER	
DESIGNED J.G.B. DRAWN GW CHECKED REVIEWED REVIEWED CALC. BOOK 1833	(FUC) Plan and Elevation
	ACCOMPANIED BY DWGS.
	DATE July 1981 | SHEET 1 OF
	BRIDGE NO. 7026A | DRAWING NO. 30197


"LR" 2115+18.19 P.C.S.
17 Spans=928'-6"
2 Spans@40'-0"=80'-0"
"SW" Bent 1
Sta. 1115+85
"SW" Bent 2
Sta. 1116+25
"SW" Bent
300'-0" Retaining Wall
"LR" Line
Sta. 1112+86
End of Wall
Toe of slope
Varies
60° tan-tan
90° tan-tan (typ.)
Concrete Panel
Dwg. No. 2070
"SW" Line
"LN" 1115+58.41 P.C.S.
"LN" Line
1114
"LN"
6° C.R.
Ta=77°14'26.8"
Ts=1074.39'
600' SP.
S=18°
a=6.0
"SW"
480' SP
S=14°29'
a=1.25
"LR"
1.5

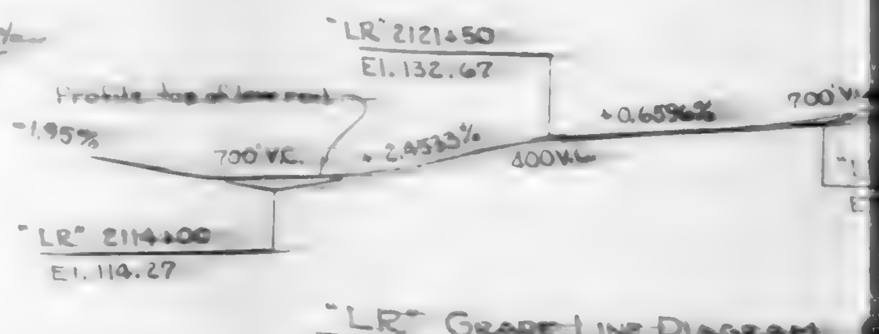
PLAN
Scale 1" = 20'-0"


160
150
140
130
120
Profile Rt. gutter & face of rail
Profile Rt. gutter 15'-0" Rt. of "SW"
Existing ground 15' Rt. "SW"
Span 1
Span 2
Parapet Rail Type "B" see dwg. no. 27155
Exp.
Fix.
Fix.
Exp.
Profile top of low rail "LR" line
Retaining wall Lt. of "SW"
"SW" Bent 1
"SW" Bent 2
"SW" Bent 3

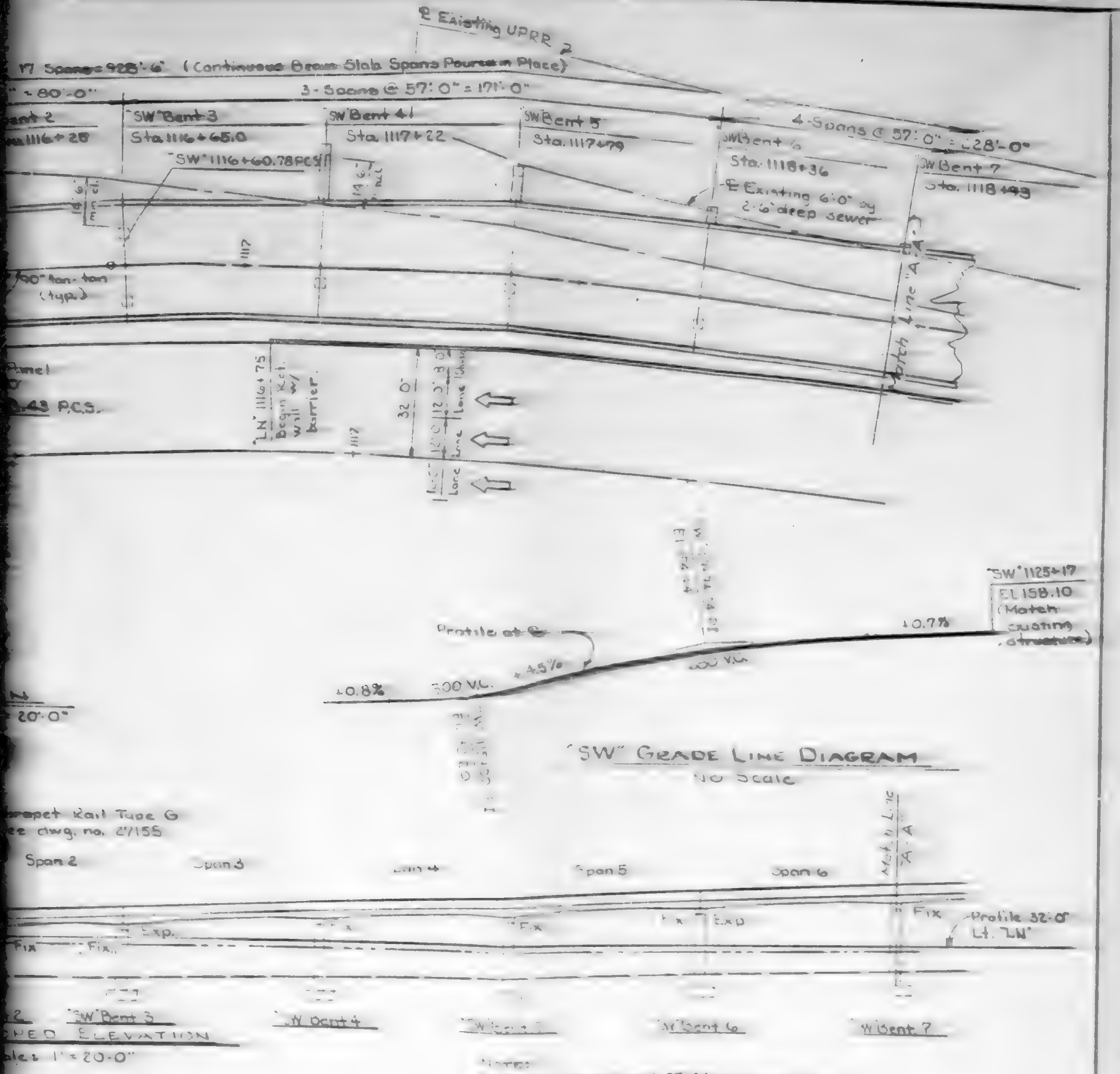
DEVELOPED ELEVATION
Scale 1" = 20'-0"


Profile 12' Rt. "LN"
500 VC
+1.186%
400 VC
"LN"
+0.62
Profile 41' Lt. Rt. "L"
+0.66%
400' VC
+2.56%
El.

"LN" & "L" GRADE LINE DIAGRAM
No Scale

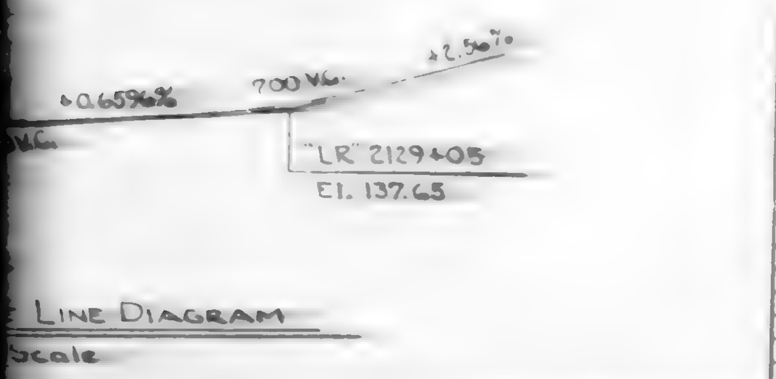

"LR" 2121+50
El. 132.67
Profile top of low rail
-1.95%
700' VC.
+2.4533%
400' VC
+0.6596%
700' VC
"LR" 2114+00
El. 114.27

"LR" GRADE LINE DIAGRAM
No Scale



℄ Existing UPRR
17 Spans = 928'-6" (Continuous Beam Slab Spans Poured in Place)
" = 80'-0"
3-Spans @ 57'-0" = 171'-0"
4-Spans @ 57'-0" = 228'-0"
ent 2
1116+28
"SW" Bent 3
Sta. 1116+65.0
"SW" Bent 4
Sta. 1117+22
SW Bent 5
Sta. 1117+79
SW Bent 6
Sta. 1118+36
SW Bent 7
Sta. 1118+93
"SW" 1116+60.78 P.C.S.
14'-6" Min.
℄ Existing 6'-0" by 2'-6" deep sewer
1117
90" tan-tan (typ.)
Match Line "A-A"
Panel
43 P.C.S.
"LN" 1116+75 Begin Ret. wall w/ barrier
1117
32'-0"
12'-0" Lane
12'-0" Lane
8'-0" Shldr
"SW" 1125+17
El. 158.10 (Match existing structure)
+0.7%
Profile at ℄
+4.5%
300 V.C.
300 V.C.
+0.8%
"SW" GRADE LINE DIAGRAM
No Scale
20'-0"
Parapet Rail Type G
See dwg. no. 27155
Span 2
Span 3
Span 4
Span 5
Span 6
Match Line "A-A"
Fix
Exp.
Fix
Fix.
Fix
Fix
Exp
Fix
Profile 32'-0" Lt. "LN"
2
"SW" Bent 3
"SW" Bent 4
"SW" Bent 5
"SW" Bent 6
"SW" Bent 7
PED ELEVATION
Scale: 1" = 20'-0"

Notes:
Bridge designed for H.S 25-44 loading with an
allowance of 25 p.s.f. for future wearing surface.
All elevations shown are based on City of Portland Datum.



+2.50%
+0.6596%
700 V.C.
V.C.
"LR" 2129+05
El. 137.65
LINE DIAGRAM
Scale

APPROVED:
P.E.
STRUCTURAL DESIGN ENGINEER
DESIGNED VWD
DRAWN SCD
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1833

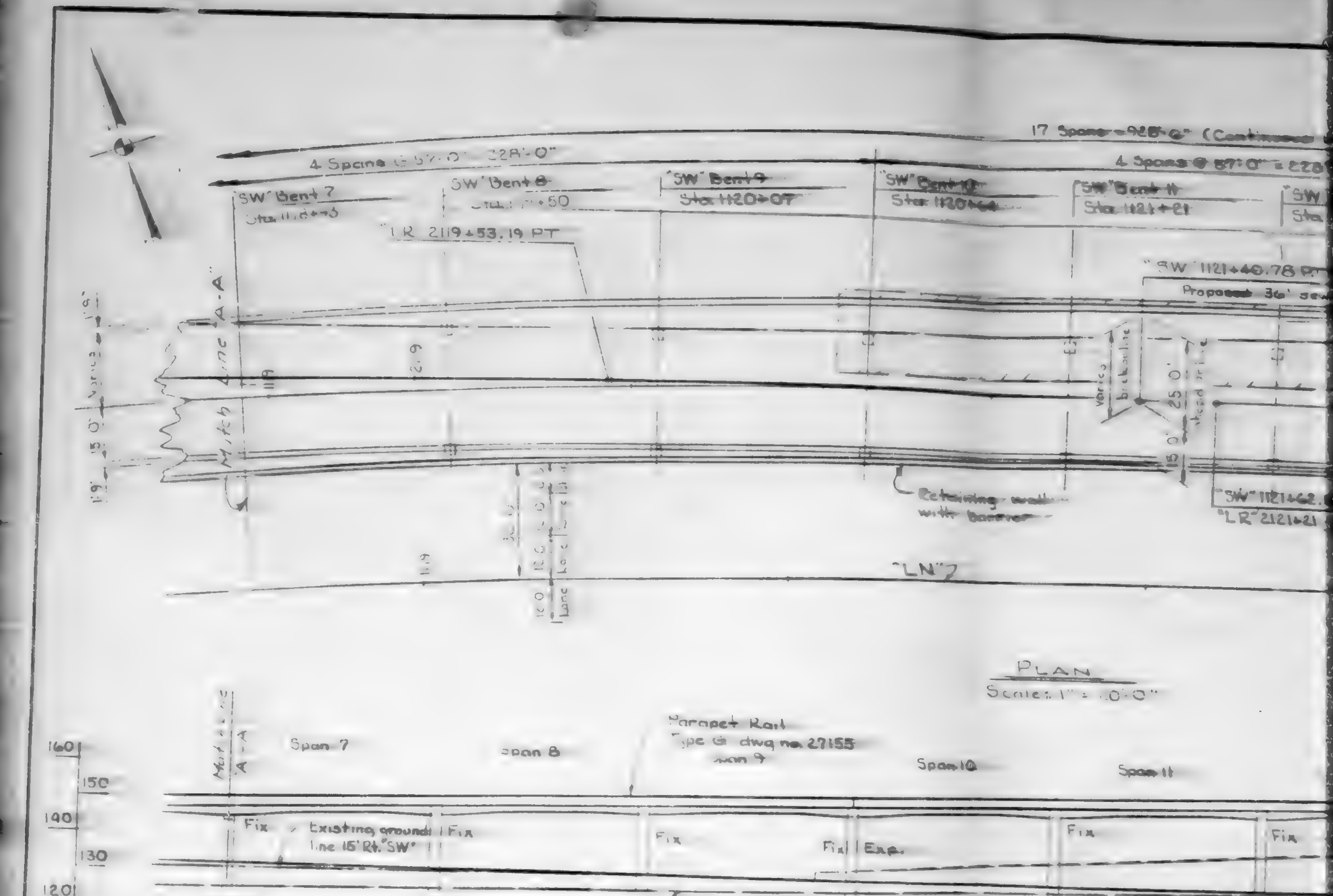
DATE	REVISION

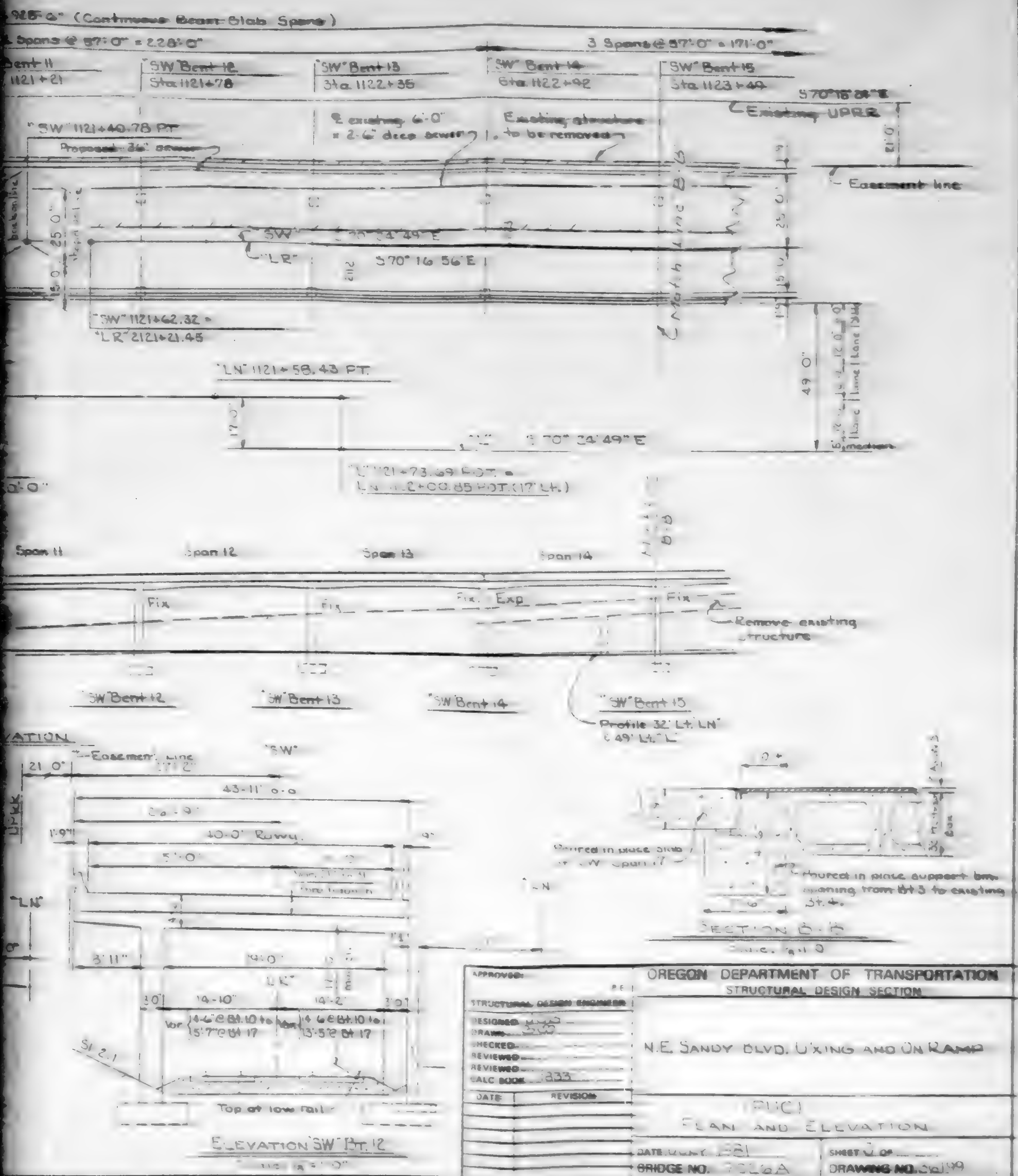
OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

N.E. SANDY BLVD. U'XING AND ON RAMP

(PUC)
PLAN AND ELEVATION

DATE JULY 1981
BRIDGE NO. 7026A
SHEET 6 OF
DRAWING NO. 36198


17 Spans = 928'-0" (Continuous
4 Spans @ 57'-0" = 228'-0"
4 Spans @ 57'-0" = 228'
"SW" Bent 7
Sta. 1118+93
"SW" Bent 8
Sta. 1119+50
"SW" Bent 9
Sta. 1120+07
"SW" Bent 10
Sta. 1120+64
"SW" Bent 11
Sta. 1121+21
"LR" 2119+53.19 PT
"SW" 1121+40.78 P
Proposed 36" sew
Match Line A-A
Retaining wall with barrier
"SW" 1121+62.
"LR" 2121+21
"LN"
PLAN
Scale: 1" = 20'-0"
Parapet Rail
Type G dwg no. 27155
Span 7
Span 8
Span 9
Span 10
Span 11
Fix
Existing ground line 15' Rt. "SW"
Fix
Fix
Exp.
Profile top of low rail "LR" line
"SW" Bent 7
"SW" Bent 8
"SW" Bent 9
"SW" Bent 10
"SW" Bent 11
"SW" Bent 12
DEVELOPED ELEVATION
Scale: 1" = 20'-0"
Easement Line
14'-2"
Bottom of support beam for "LR" Ramp SW Span 17
Existing superstructure to be removed
B
Var. 14'-2" to 14'-3"
Var. 14'-5" to 14'-
Top of low rail
Existing Bent 4
Bent 3
SECTION A-A
16'-0"
37'-3" o-o
33'-9" Rdwy.
1'-9"
14'-9"
15'-0"
1'-9"
"SW"
"LR"
19'-0"
10'-8"
14'-6"
8'-0"
13'-0"
"LN"
32'-0"
Top of low rail
ELEVATION "SW" BT. 4
Scale: 1/8" = 1'-0"
21'-0"
Easement Line
27'-2
26'-9
25'-0
1'-9"
8'-11"
3'-0"
Sl 2:1


925'-0" (Continuous Beam-Slab Spans)
Spans @ 57'-0" = 228'-0"
3 Spans @ 57'-0" = 171'-0"
Bent 11
1121+21
"SW" Bent 12
Sta. 1121+78
"SW" Bent 13
Sta. 1122+35
"SW" Bent 14
Sta. 1122+92
"SW" Bent 15
Sta. 1123+49
S 70° 18' 24" E
Existing UPRR
"SW" 1121+40.78 PT
Proposed 36" sewer
℄ existing 6'-0" × 2'-6" disc sewer
Existing structure to be removed
Easement line
"SW" S 70° 34' 49" E
"LR" S 70° 16' 56" E
"SW" 1121+62.32 =
"LR" 2121+21.45
"LN" 1121+58.43 PT.
"L" S 70° 34' 49" E
49'-0"
25'-0"
15'-0"
12'-0"
17'-0"
"L" 1121+73.69 P.O.T. =
LN 1122+00.85 P.O.T. (17' Lt.)
Span 11
Span 12
Span 13
Span 14
Fix
Fix
Fix
Exp
Fix
Remove existing structure
"SW" Bent 12
"SW" Bent 13
"SW" Bent 14
"SW" Bent 15
Profile 32' Lt. "LN"
& 49' Lt. "L"
Easement Line
"SW"
21'-0"
43'-11" o.a.
40'-0" Rdwy.
"LN"
3'-11"
14'-0"
14'-10"
14'-2"
Var. 14'-6" @ Bt. 10 to 15'-7" @ Bt. 17
Var. 14'-6" @ Bt. 10 to 13'-5" @ Bt. 17
Sl. 2:1
Top of low rail
ELEVATION "SW" BT. 12
Poured in place slab of "SW" Span 17
Poured in place support bm. spanning from Bt 3 to existing Bt. 4.
SECTION B-B

APPROVED:

P.E.

STRUCTURAL DESIGN ENGINEER

DESIGNED

DRAWN

CHECKED

REVIEWED

REVIEWED

CALC BOOK 1833

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

N.E. SANDY BLVD. U'XING AND ON RAMP

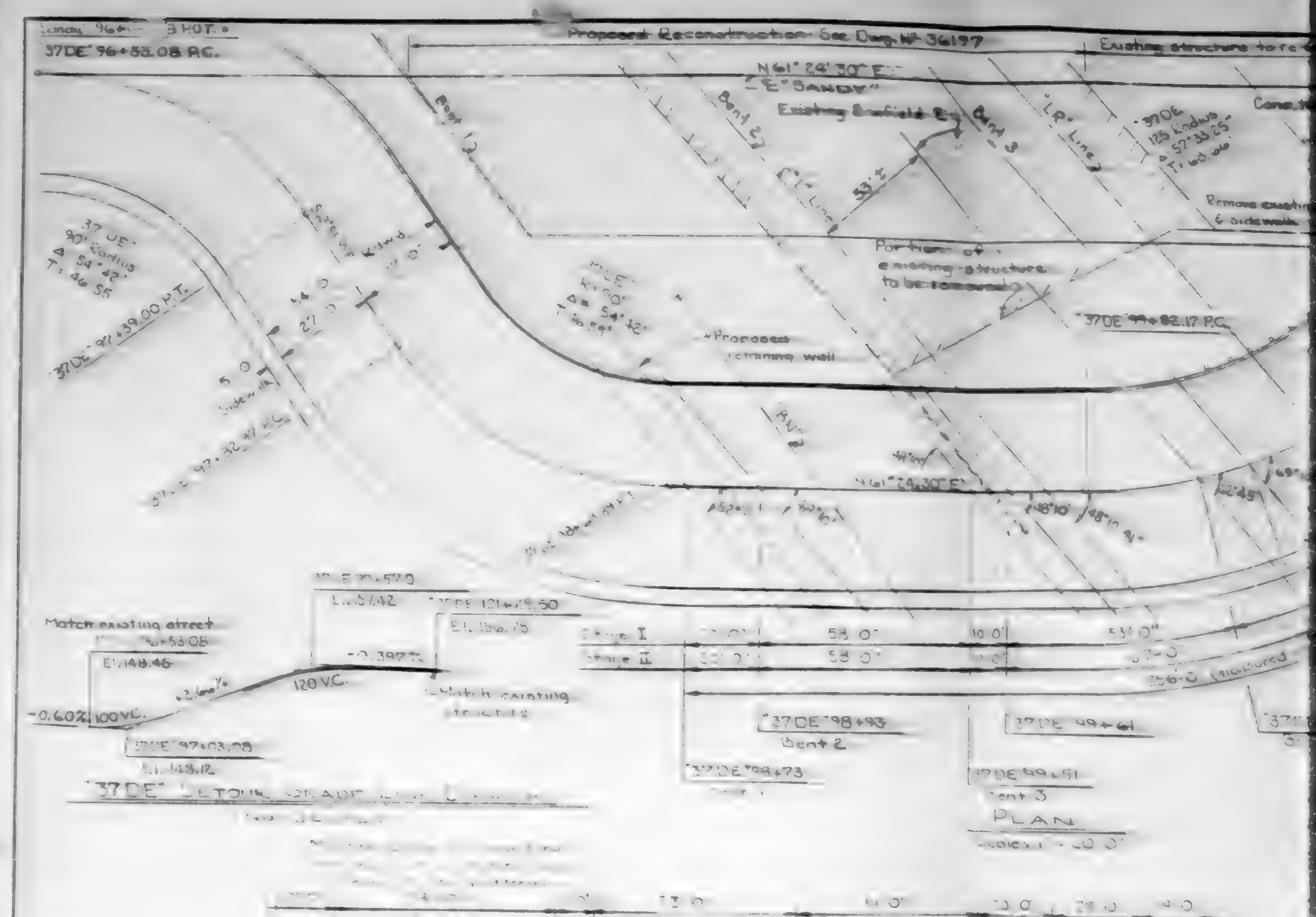
(PUC)
PLAN AND ELEVATION

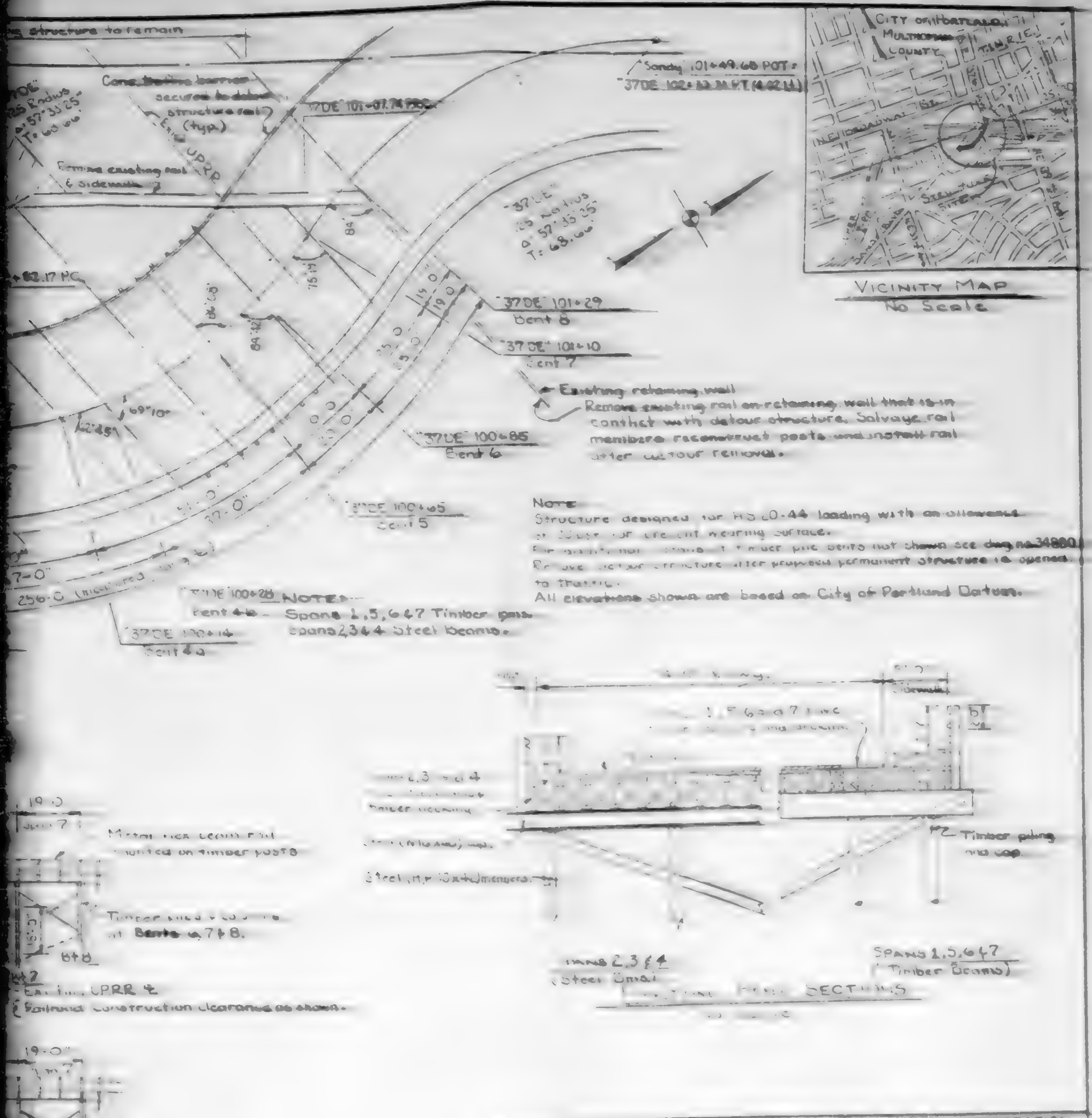
DATE 1981

SHEET 2 OF

BRIDGE NO.

DRAWING NO.


37DE" 96+53.08 P.C.
Proposed Reconstruction See Dwg. No 36197
Existing structure to re
N61° 24' 30" E
"E" SANDY"
Existing Banfield E
Bent 1
Bent 2
Bent 3
"LP" Line
37DE 125 Radius Δ 57°33'25" T 60.00
Remove existing & sidewalk
Portion of existing structure to be removed
53.5
37DE 90' Radius Δ 54° 42' T 46.55
37DE" 97+39.00 P.T.
37DE" 99+82.17 P.C.
Proposed retaining wall
5.0 Sidewalk
27.0
N61° 24' 30" E
48°10'
Match existing street
El. 148.46
-0.60%
100 V.C.
+3.60%
120 V.C.
-0.397%
El. 157.42
37DE 101+73.50
El. 156.75
Match existing structure
37DE" 97+03.08
El. 148.12
"37DE" DETOUR GRADE
Stage I
Stage II
58.0"
10.0'
53.0"
256.0 (Measured
37DE" 98+93
Bent 2
37DE 99+61
37DE" 98+73
37DE 99+51
Bent 3
PLAN
Scale 1" = 20.0'
Span 3
Span 4
Span 6
Bt 1
Bt 2
Bt 5
Bt 8
Bt 7
Existing Banfield
Existing UPRR
Railroad Construct
Timber at Bent
STAGE I DEVELOPED ELEVATION
37.0"
Existing UPRR
Concrete barrier protection (typ.)
Bt 3
Bt 4
Bt 5
Bt 6
Bt 7
Bt 8
Maintain 2 min. openings thru during construction
Notes
Stage I
Stage II
STAGE II DEVELOPED ELEVATION
Scale 1" = 20.0'
160
150
140
130



structure to remain
Conc. barrier secured to detour structure rail (typ.)
Exist. UPRR
Remove existing rail & sidewalk
"37DE" 125 Radius Δ 57°35'25" T 68.66
"Sandy" 101+49.68 POT = "37DE" 102+32.31 P.T.
"37DE" 101+07.74 P.C.
+62.17 P.C.
"37DE" 101+29 Bent 8
"37DE" 101+10 Bent 7
"37DE" 100+85 Bent 6
"37DE" 100+65 Bent 5
"37DE" 100+28 Bent 4b
"37DE" 100+14 Bent 4a
256-0 (measured along ℄)
37'-0"
19.0
Existing retaining wall
Remove existing rail on retaining wall that is in contact with detour structure. Salvage rail members reconstruct posts and install rail after detour removal.
NOTES: Spans 1,5,6&7 Timber beams. Spans 2,3&4 Steel beams.
CITY OF PORTLAND MULTNOMAH COUNTY
T.1N. R.1E.
N.E. BROADWAY ST.
STRUCTURE SITE
VICINITY MAP
No Scale
Metal deck beam rail mounted on timber posts
Timber piles & caps at Bents 6,7 & 8.
Spans 2,3 & 4 timber decking
Steel H.P. 10x42 members
Timber piling and cap
Spans 2,3 & 4 (Steel Beams)
Spans 1,5,6 & 7 (Timber Beams)
SECTIONS
Existing UPRR ℄
Railroad construction clearance as shown.
Bt.7
Bt.8
19'-0"

Note

Structure designed for HS 20-44 loading with an allowance of 10 psf for the future wearing surface.

For details not shown at timber pile bents not shown see dwg. no. 34880.

Remove detour structure after proposed permanent structure is opened to traffic.

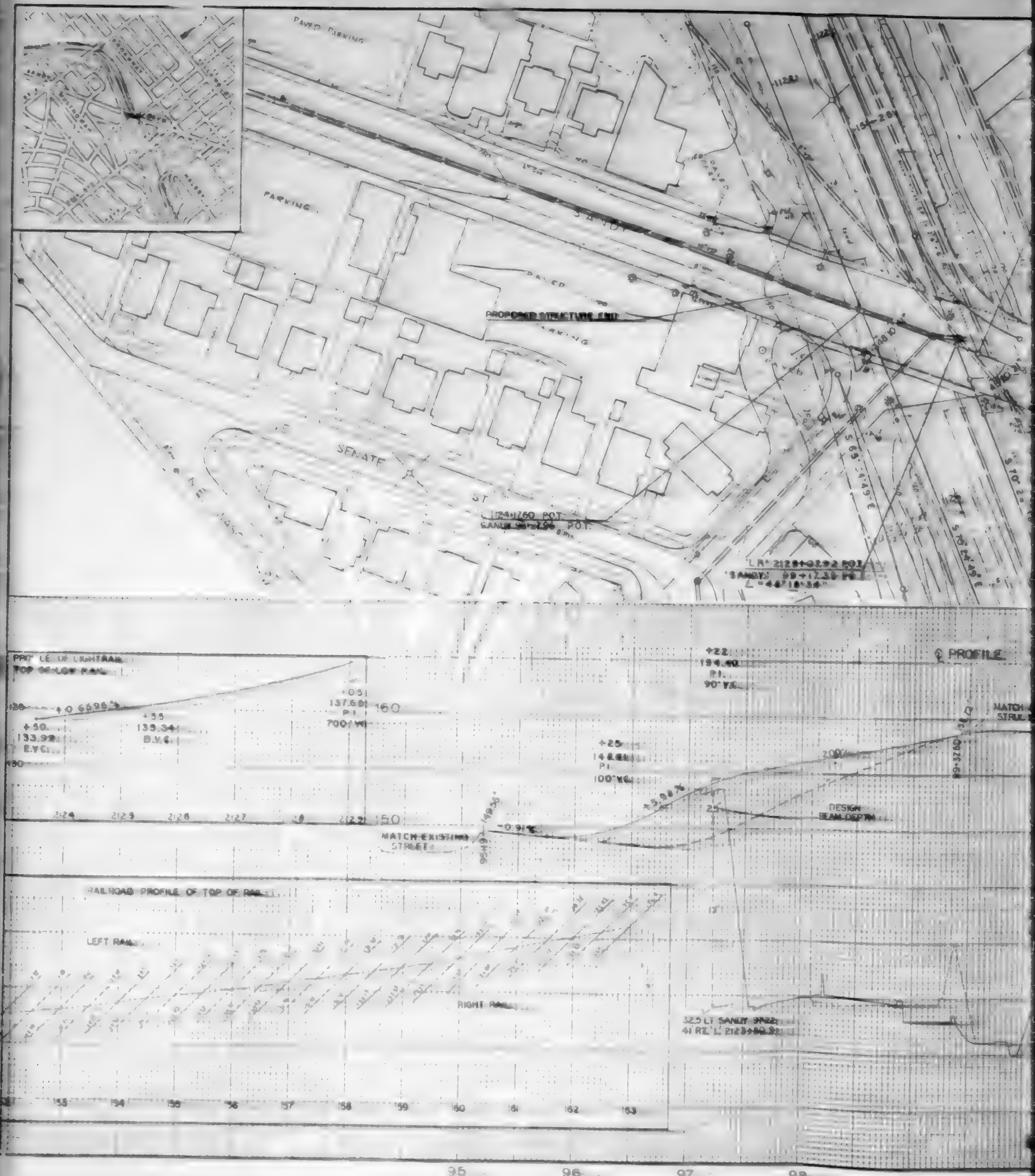
All elevations shown are based on City of Portland Datum.

Note:

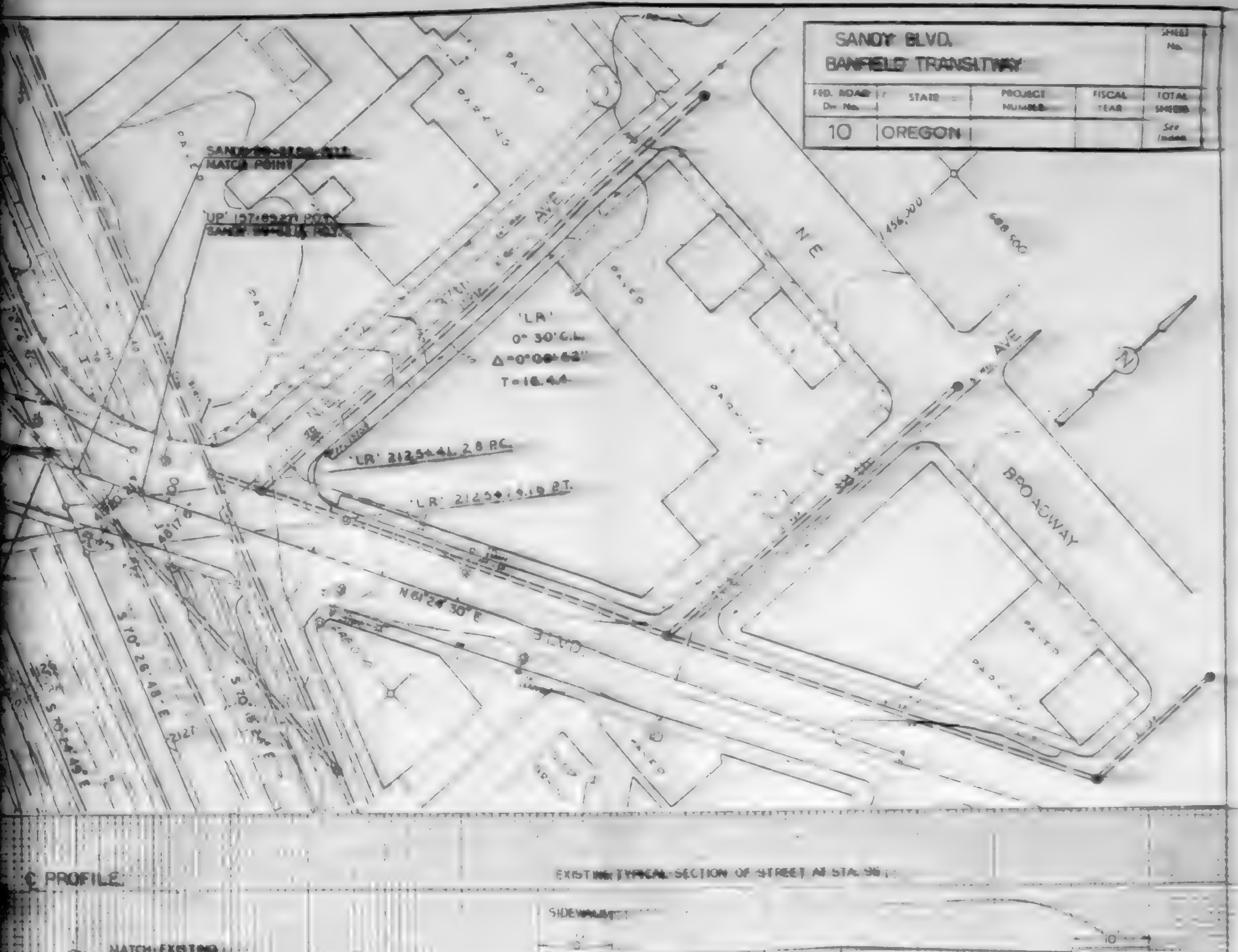
Stage I - Bent 4a is located at existing railroad ℄.

Stage II - Bent 4a is replaced by Bent 4b located on 37DE ℄. Stage II occurs after existing Sandy Blvd. structure is removed. UPRR clearances are the same as for Stage I.

APPROVED P.E. STRUCTURAL DESIGN ENGINEER	**OREGON DEPARTMENT OF TRANSPORTATION** STRUCTURAL DESIGN SECTION
DESIGNED DRAWN CHECKED REVIEWED REVIEWED CALC BOOK 333	N.E. SANDY BLVD. HWY. U'XING AND ON RAMP PACIFIC HWY. (I-5) - N.E. 47TH. AVE. SECT. COLUMBIA R. HWY. (I-84) MULTNOMAH COUNTY
DATE / REVISION	(PUC) DETOUR STRUCTURE PLAN AND ELEVATION
	DATE JULY 1981 BRIDGE NO. [illegible]A
	SHEET [illegible] OF DRAWING NO. [illegible]

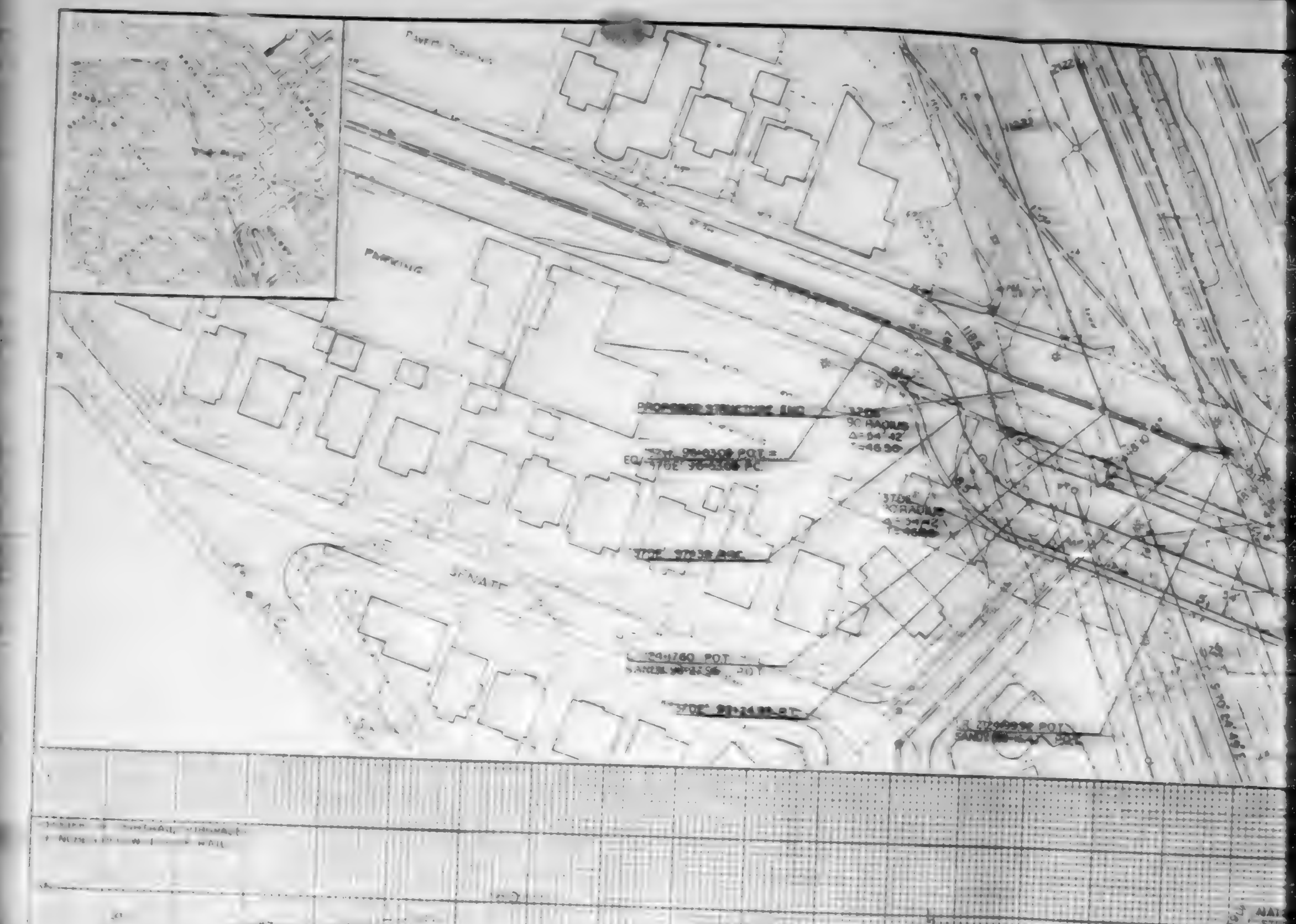

PAVED PARKING
PARKING
SANDY
PAVED PARKING
PROPOSED STRUCTURE END
SENATE ST
L 1124+17.60 P.O.T.
SANDY 98+22.96 P.O.T.
S 65°41'49" E
S 70°24'49" E
LR 2128+02.92 P.O.T.
SANDY 99+12.38 P.I.
Δ 44°18'34"
PROFILE OF LIGHTRAIL
TOP OF LOW RAIL
+0.6696%
+50
133.98
E.V.C.
+55
135.34
B.V.C.
+05
137.68
P.I.
700' V.C.
160
150
2124
2125
2126
2127
2128
2129
+22
154.40
P.I.
90' V.C.
℄ PROFILE
MATCH STRUC.
+25
148.61
P.I.
100' V.C.
+5.08%
-0.91%
MATCH EXISTING STREET
95+91
148.58
99+37.60
DESIGN BEAM DEPTH
RAILROAD PROFILE OF TOP OF RAIL
LEFT RAIL
RIGHT RAIL
32.5 LT SANDY 97+22
41 RT L 2128+80.92
152
153
154
155
156
157
158
159
160
161
162
163
95
96
97
98
99
10

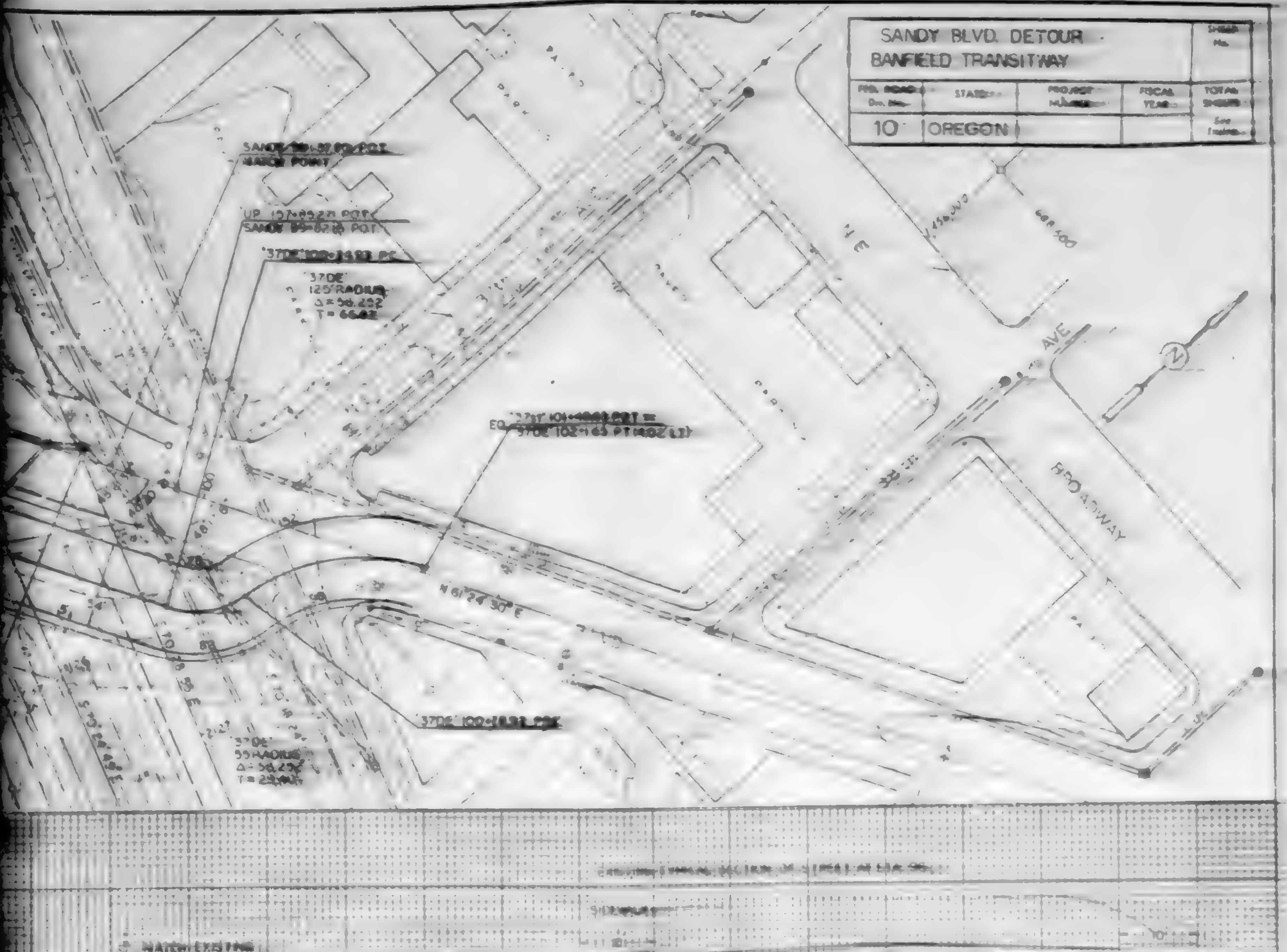
SANDY BLVD. BANFIELD TRANSITWAY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



SANDY 99+37.80 P.T.
MATCH POINT
'UP' 157+89.27 P.O.T.
SANDY 99+37.80 P.O.T.
PAVED
PARKING
NE
456,500
AVE
'LR'
0° 30' C.L.
Δ=0°08'52"
T=16.44
'LR' 2125+44.28 P.C.
'LR' 2125+61.16 P.T.
N 61°24'30" E
BLVD.
BROADWAY
S 70°26'48" E
S 70°18' E
N
℄ PROFILE
MATCH EXISTING STRUCTURE
99+37.80
EXISTING TYPICAL SECTION OF STREET AT STA. 96+
SIDEWALK
10'
40
30
℄
30
40
6.5
12
12
4
12
12
6
10'
32.5
℄
32
DESIGN TYPICAL SECTION OF STRUCTURE AT STA. 98+50
PROFILE OF HIGHWAY
135
130
SUPERELEVATION OF HIGHWAY
0.00 ft/ft
.002 %
0.05
122
123
124
125
126
100
101
102
103

3R-1026A DR-35705

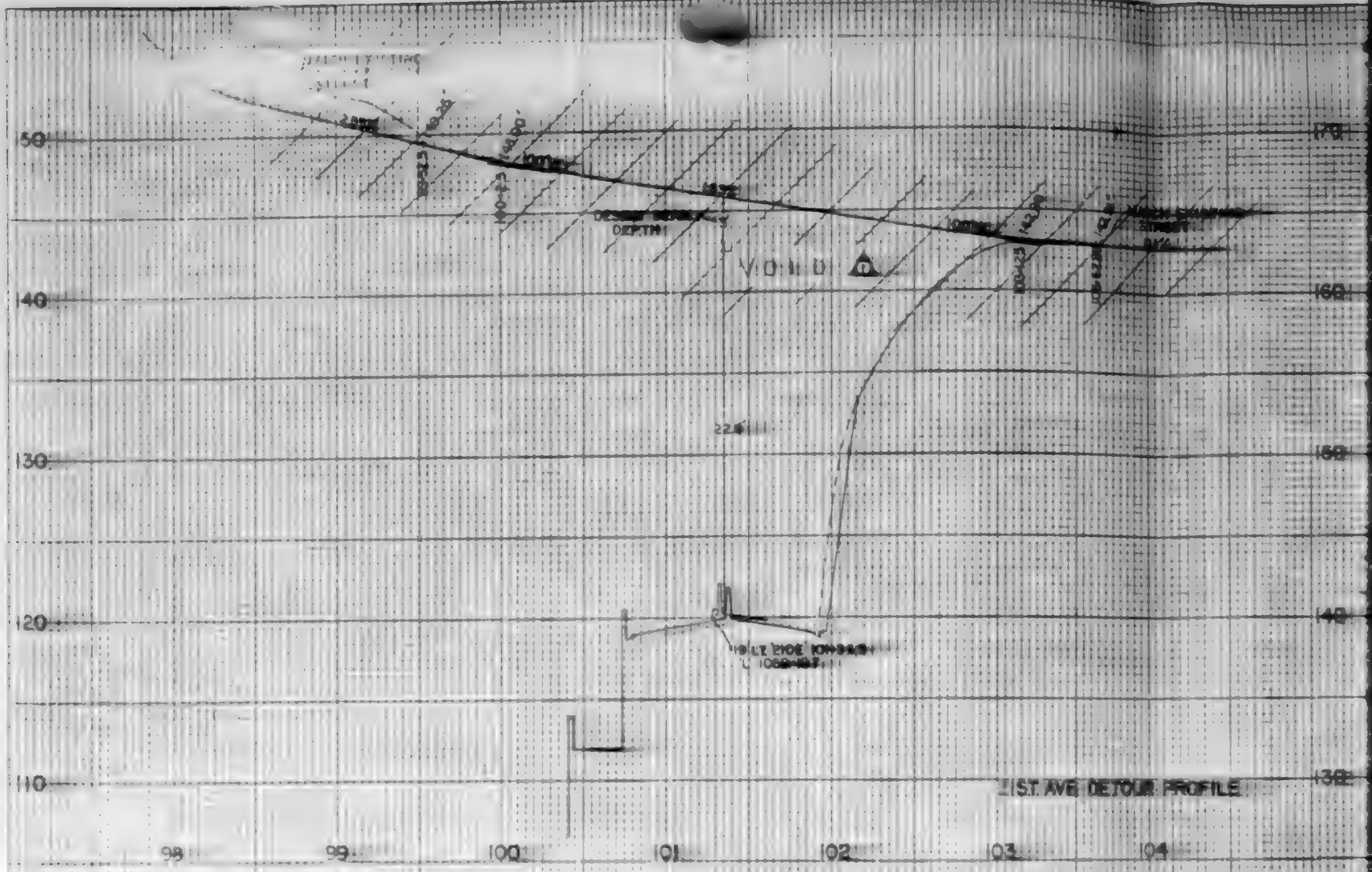

PARKING
PROPOSED STRUCTURE END
90 RADIUS
Δ=04°42
T=46.90
SENATE
MATCH EXISTING STREET
DESIGN BEAM DEPTH
RAILROAD PROFILE OF TOP OF RAIL
RIGHT RAIL
95
96
97
98
99


SANDY 99+87.00 POT
MATCH POINT
37DE 125' RADIUS
Δ=56.292
T=66.82
37DE 55' RADIUS
N.E.
AVE
BROADWAY
N 61°24'30" E
MATCH EXISTING STRUCTURE
99
100
101
102
103
104

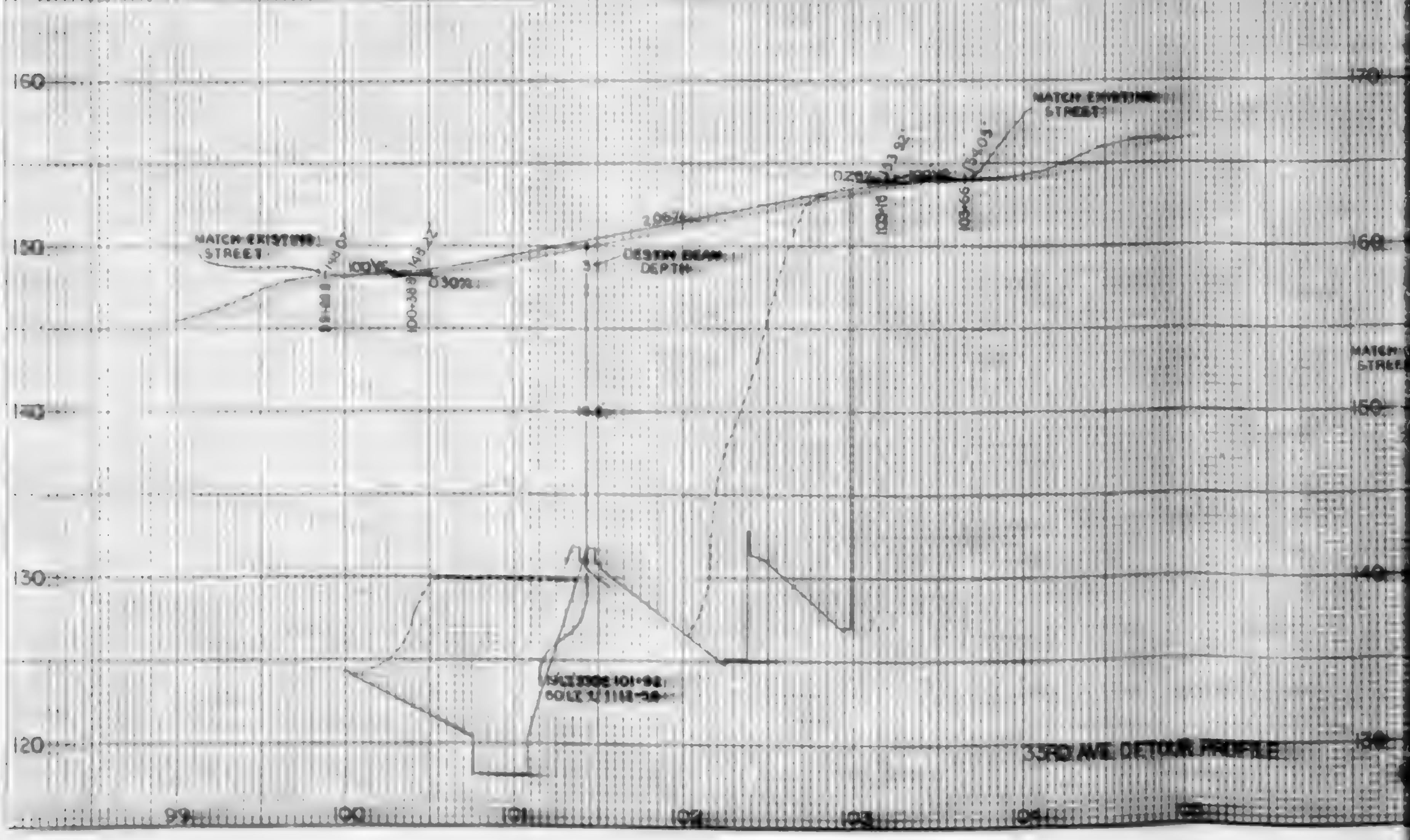
SANDY BLVD. DETOUR
BANFIELD TRANSITWAY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SHEET No.

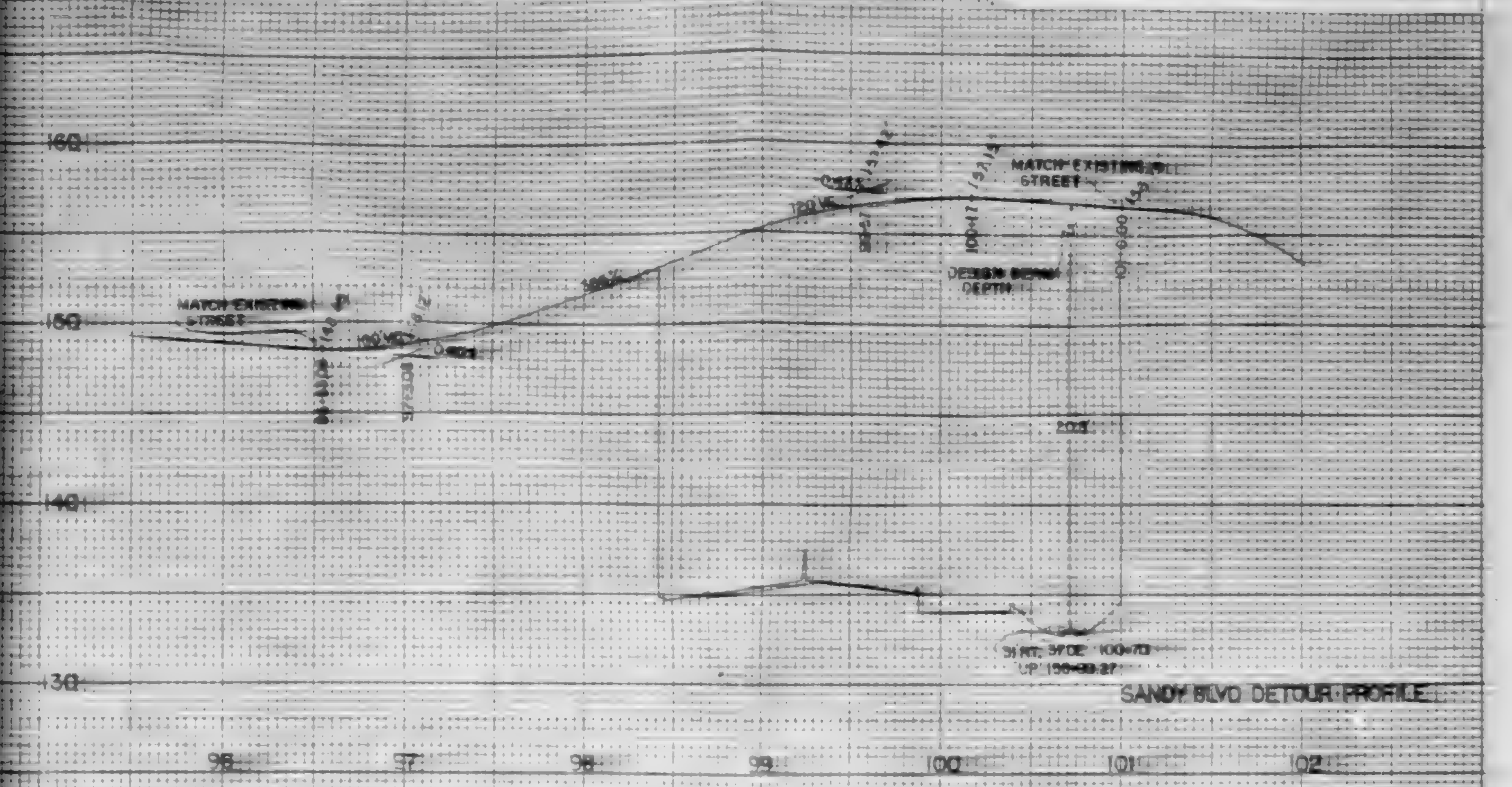

MATCH EXISTING
STREET
DESIGN BEAM DEPTH
VOID
22.6
MATCH EXISTING
STREET
150
140
130
120
110
170
160
150
140
130
98
99
100
101
102
103
104

1ST. AVE. DETOUR PROFILE

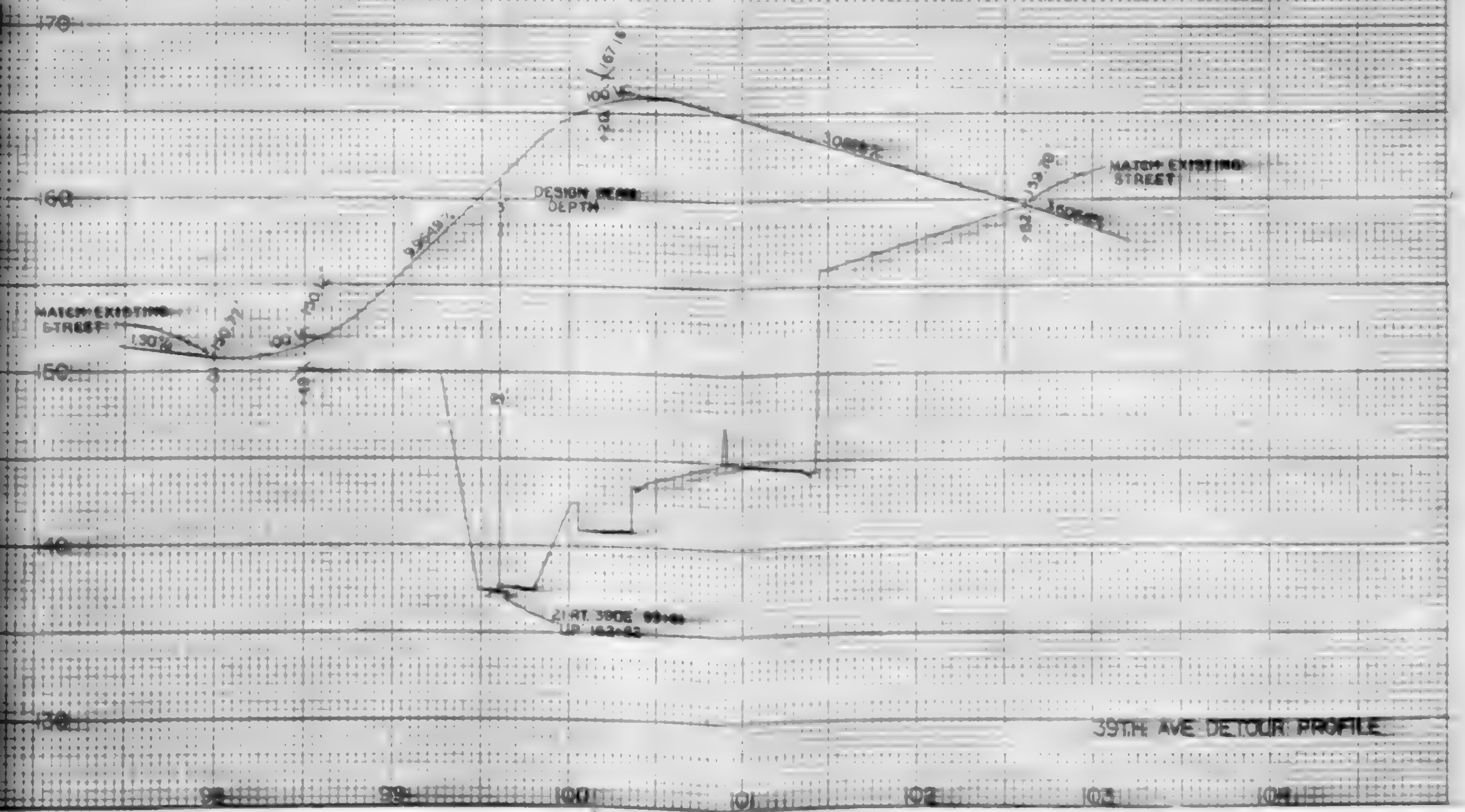

MATCH EXISTING
STREET
100 VC
0.30%
2.06%
0.29%
DESIGN BEAM
DEPTH
100+38
103+10
103+66
MATCH EXISTING
STREET
MATCH
STREET
160
150
140
130
120
170
160
150
140
130
99
100
101
102
103
104

33RD AVE. DETOUR PROFILE

SECTION I DETOUR ALIGNMENT PROFILES				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



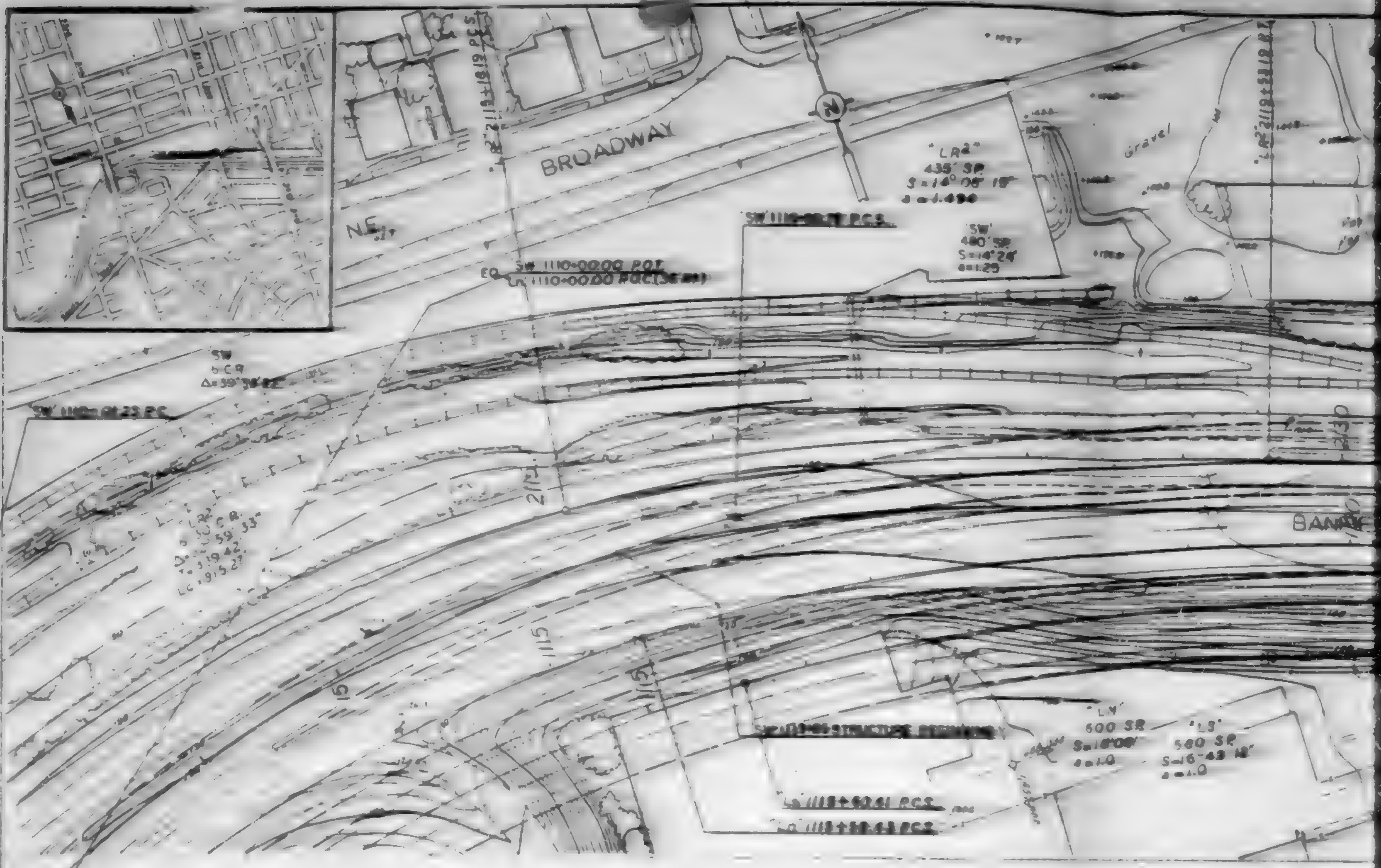
SANDY BLVD DETOUR PROFILE

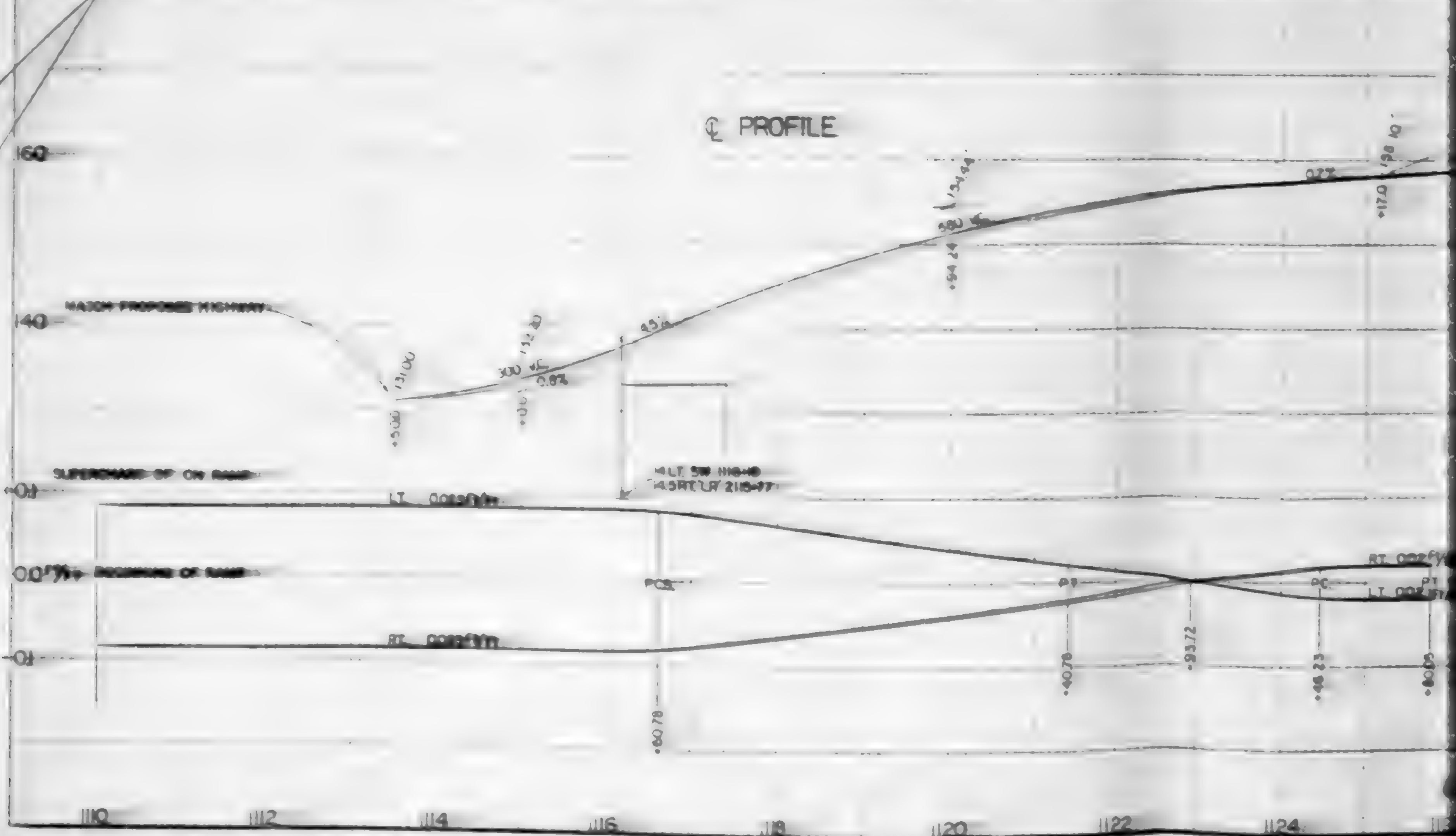


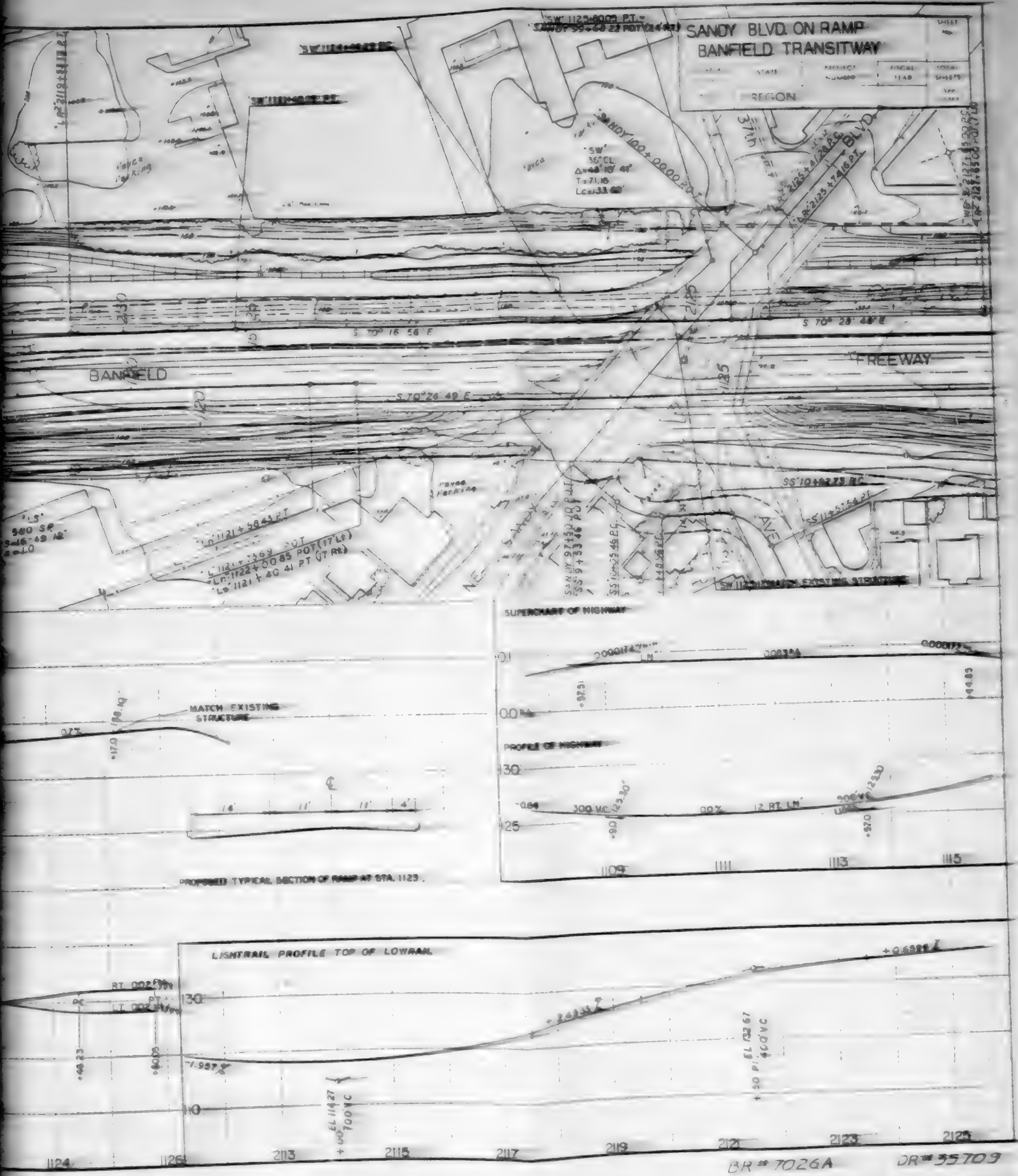
39TH AVE DETOUR PROFILE

1 5-28-81 Voided 21st Ave detour profile

BR#7035B-7025B - DR#35710
7026A & 7042B


BROADWAY
N.E.
"LR2" 435' SP S=14°08' 18" e=1.490
"SW" 480' SP S=14°24' e=1.25
SW 1110+00.00 POT
EQ. 1110+00.00 POC
SW 1110+01.23 PC
SW 5 CR Δ=39°36'22"
LR2 2119+18.19 PCS
LR2 2119+53.19 RT.
Gravel
"LN" 600 SR S=18°06' e=1.0
"LS" 580 SP S=16°43' 12" e=1.0
LS 1118+93.41 PCS
LN 1118+58.43 PCS
BANK


℄ PROFILE
160
140
MATCH PROPOSED HIGHWAY
131.00
300 VC
132.80
0.8%
4.5%
154.44
500 VC
0.7%
SUPERCHARGE OF ON RAMP
14 LT. SW 1116+10
14.5 RT. LR 2118+77
LT. 0.02 ft/ft
RT. 0.02 ft/ft
0.0 ft/ft BEGINNING OF RAMP
-0.1
0.1
PCS
PT
PC
+60.78
+40.78
+93.72
+48.23
+60.05
1110
1112
1114
1116
1118
1120
1122
1124


SANDY BLVD. ON RAMP
BANFIELD TRANSITWAY
STATE
PROJECT NUMBER
FISCAL YEAR
SHEET
TOTAL SHEETS
OREGON
"SW" 1125+80.09 PT. = SANDY 99+68.23 POT (24' Rt)
SANDY 100+00.00 P.O.T.
"SW" 35' CL
Δ=48°10' 48"
T=71.16
L=133.88
37th
BLVD.
Paved Parking
S 70° 16' 56" E
S 70° 28' 48" E
S 70° 26' 49" E
BANFIELD
FREEWAY
1120
1125
2125
"LS"
980 SP
NE SANDY
AVE.
SS'10+92.73 P.C.
SS'11+57.54 PT.
MATCH EXISTING STRUCTURE
SUPERCHART OF HIGHWAY
PROFILE OF HIGHWAY
300 V.C.
12 RT. LN.
0.0%
1109
1111
1113
1115
PROPOSED TYPICAL SECTION OF RAMP AT STA. 1123
14'
11'
11'
4'
LIGHTRAIL PROFILE TOP OF LOWRAIL
RT. 002 Ft/Ft
LT. 002 Ft/Ft
PC
PT
+1.997%
+2.43%
+0.6989%
EL 112.67
400' VC
EL 114.27
700' VC
130
110
1124
1126
2113
2115
2117
2119
2121
2123
2125

BR# 7026A

DR# 35709

ROW 18-2

August 11, 1981

NOTED
H.S.COULTER

Crossing No. 2A-001.80A
N.E. 21st Ave. at UPRR

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Dear Dave:

Enclosed is an original and eight copies of an application relating to the subject matter. This has to do with the Banfield Transitway Project. Your early action on this matter would be appreciated as we are planning to receive bids on this portion of the project in February 1982.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/llr
Enclosure
bc: H. S. Coulter - w/attach.
E. S. Hunter - w/attach.
Walt Hart - w/attach.
Ed Hardt - w/attach.
Robert Bothman - w/attach.
C. T. Keasey - w/attach.
D. E. Swan - w/attach.
Jack Sollis - w/attach.
Robert Sandmann - w/attach.

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO

PUC Docket No. SXF ____________

PUC Crossing No. 2A 001.80A

DOT-AAR Crossing No. UP807417E

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The State of Oregon, by and through its Department (name of applicant)

of Transportation, Highway Division

for the authority, pursuant to ORS 763. 030 (020/030/040), to

Alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of N. E. 21st Ave. (name of street or highway)

and Union Pacific Railroad Mainline (name of railroad company)

____________ (name of railroad main or branch line or other trackage)

in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ____________

☒ Federal-Aid Highway System funds.*

Interstate Transfer

☒ Other Federal Funds.*

UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) X Other (please specify) Construction of temporary detour structure over an existing railroad adjacent to an existing railroad overcrossing.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ N AT BOTTOM OF PRECEDING PAGE BEFORE COMPI IG THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or	(208) 232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. L. L. Wallace 378-6551

2. Statutory authority under which this application is made: ORS 763. 030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 1.80

b. City Portland

c. Nearest railroad station

d. County Multnomah

e. The proposed project is to be in the NE 1/4 of the NE 1/4 of Section 35, Township 1N, Range 1E, W. M.

4. a. Name of public highway involved in this project:

N.E. 21st Ave.

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Union Pacific Railroad Company, Mainline
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co.

b. City of Portland, Bureau of Streets & Structures, 621 S.W Alder St. Portland, OR 97205

c. Multnomah County, Public Works Div., 2115 S.E Morrison, Portland, OR 97204

d. Portland General Electric-3700 S.E.17th, Portland, OR 97202 Attn: Jim Johnston

e. Pacific Power & Light Co., 2126 N.Lewis Ave., Portland, OR 97227

f. Oregon Department of Transportation, Highway Division, Transportation Bldg., Salem, OR 97310

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

g. Northwest Natural Gas Co., 123 N.W.Flanders St., Portland, OR 97209 Attn: Don Thomas

h. Pacific Northwest Bell, 825 N.E.20th Ave., Portland, OR97232 Attn: Ralph Clauson

i. Portland Bureau of Fire, 55 S.W. Ash, Portland, OR97204

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

At this grade separation there will be constructed a detour structure for 21st Ave. traffic over the Columbia River Hwy. and UPRR. This will allow for removal and reconstruction of a portion of the 21st Ave. bridge over the Columbia River Hwy. only. Detour structure to be removed upon completion of existing structure alterations (including traffic rail reconstruction and bent modification performed within RR right-of-way).

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? To accommodate the widening of the Columbia River Hwy. (I-84) and construction of the Light Rail Transitway adjacent to the Hwy. which will provide for increased highway traffic and improved safety.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____________

11. Physical description of the crossing:

a. The Highway

(1) Alignment — Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

(2) *Width — The highway is 44-0 feet wide at the crossing at present; after completion of the project, it will be 44-0 feet wide at the crossing, consisting (from N (N or E) to S (S or W)) of: (See below)

At present—		After completion—	
Shoulder** of	____ feet	Shoulder of	____ feet
4 lane(s) at	11 ft. ea.	4 lane(s) at	11 ft. ea.
Median of	0 feet	Median of	____ feet
____ lane(s) at	____ ft. ea.	____ lane(s) at	____ ft. ea.
Shoulder of	____ feet	Shoulder of	____ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 5 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

(2) Proposed temporary detour structure roadway width is 25'-9"± with 5'-0" sidewalk on west side.

11.a. (continued)

(3) Surface--	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	________	________
Type of surface of traveled way:		
on approaches	________	________
at crossing	________	________
Type of surface on shoulders:	________	________
Condition of surface:		
on approaches	________	________
at crossing	________	________
Is highway curbed on the approaches?	________	________
Is there one or more sidewalks at this crossing?	________	________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--	At present:	After completion:
________ approach (N or E)	± ________ %	± ________ %
________ approach (S or W)	± ________ %	± ________ %

(5) Nearest public roadway intersection on each approach--

(a) ________ approach: ________ ft; ADT ________
(N or E)

(b) ________ approach: ________ ft; ADT ________
(S or W)

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ________; (b) ________.
(yes/no) (yes/no)

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	1	1

Name of each track from E (N or E) to W (S or W):

Mainline

(2) Angle of intersection--	°	°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch—	At present:	After completion:
________ of crossing: (N or E)	________ ft.	________ ft.
________ of crossing: (S or W)	________ ft.	________ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 14000 ; After completion 14000 ;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on ________ approach: (N or E)	________ mph	________ mph
on ________ approach: (S or W)	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

(1) Train movements— (avg. per day)	At present:	Expected after completion:
Freight trains:	11	11
Switching movements:	6	6
Passenger trains:	2	2

(2) Speed of trains—		
Maximum allowable:	________ mph	________ mph
Typical:	________ mph	________ mph
Slowest Normal:	________ mph	________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ approach: (N or E)	________ ft. to right; ________ ft. to left
________ approach: (S or W)	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: ______________________________

Number of such devices: ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation: ______________________________

(2) Estimated cost of installation: $ ______________________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: ____________________

Number of such devices ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $ ____________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ____________________

Number of such devices: ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $ ____________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: ________________________________

Number of such devices: ________; To be located as follows: ________________________________

____

____

(1) Who will perform the installation? ________________________________

(2) Estimated cost of installation: $________________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ________________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

Estimated cost of this portion: $________________________________

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ________________________________

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ________________________________

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ________________________________

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track—constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks—island circuits.)

____

____

____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

__________ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?
N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon State Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

24. Who will maintain the structure? (Detour structure only)

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad

25. Who will pay for said maintenance? (Detour structure only)

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
Oregon State Highway Division

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): A detour structure for N.E. 21st Ave. will be constructed over the UPRR mainline and Columbia River Highway. See drwgs. 35698, 35751 and 35835. Railroad construction clearance is 19'-0" horizontal by 21'-0" vertical.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A — 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A:

Route B:

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A:

Route B:

33. Will emergency services to or from the area served by the crossing to be closed be adversely affected?

____
(yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

____

____

____

34. What protective devices are currently installed at the crossing to be closed?

____

____

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

____
(yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.) ________________________

____

____

____

37. Who will close the crossing? ____________________________

38. Who will bear the expense of closing the crossing? ____________________

____

39. Who will maintain the barricades, if any, at the closed crossing?

____

40. Who will pay for said maintenance? ____________________________

____

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in vicinity

42. Other items of construction and cost distribution:

None

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon State Highway Bridge Section Dwgs 35698,35751 and 35835

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter:

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 10th day of August, 1981.

(Applicant)

(Attorney)

PUC Form 202 (30) 1-80
Page Seventeen (Section V)

I, H. S. Coulter, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 10th day of August, 1981

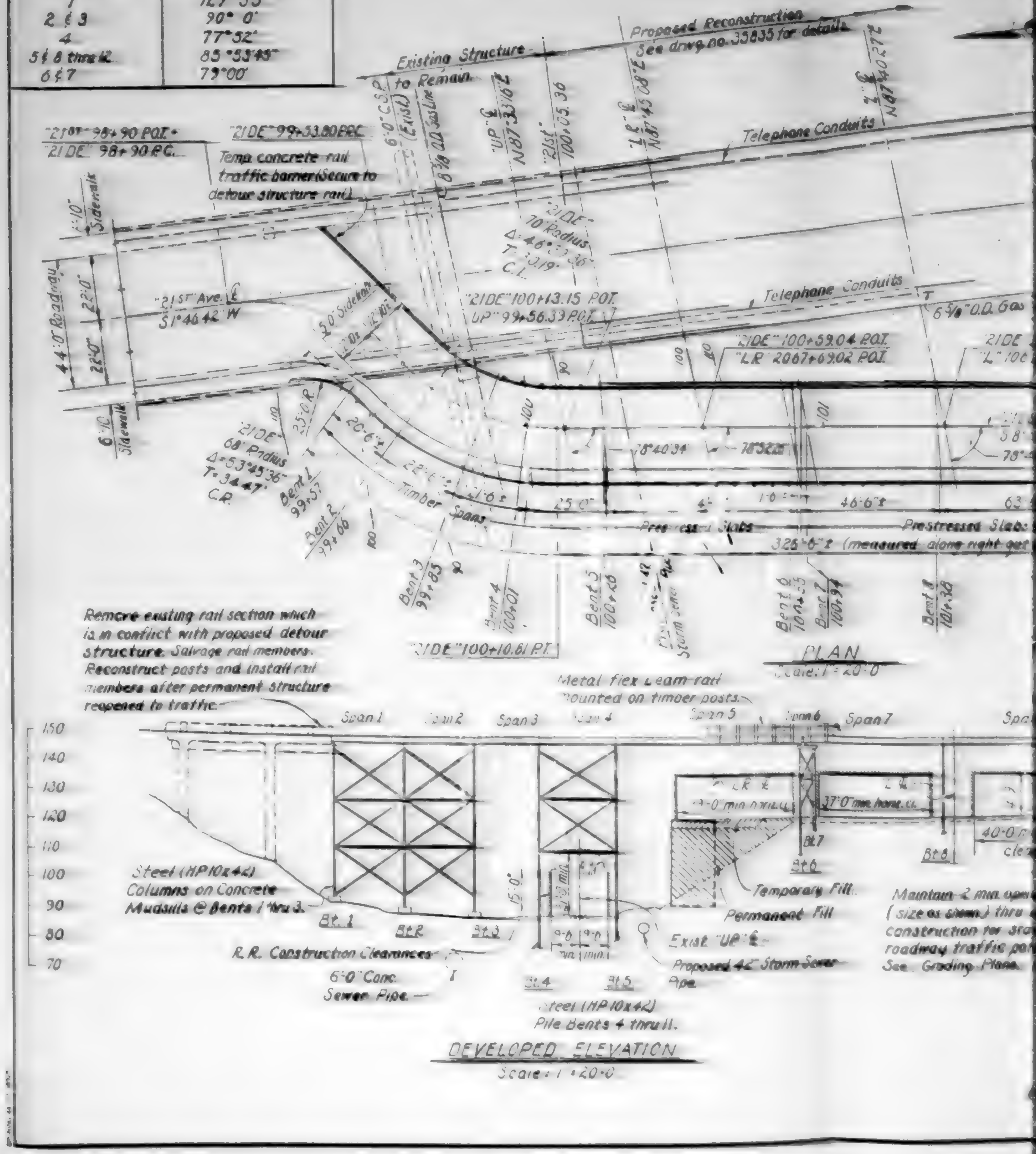
(Notary Public for Oregon)

My Commission Expires: 12-18-84

PUC Form 202 (30) 1-80

Signature Page

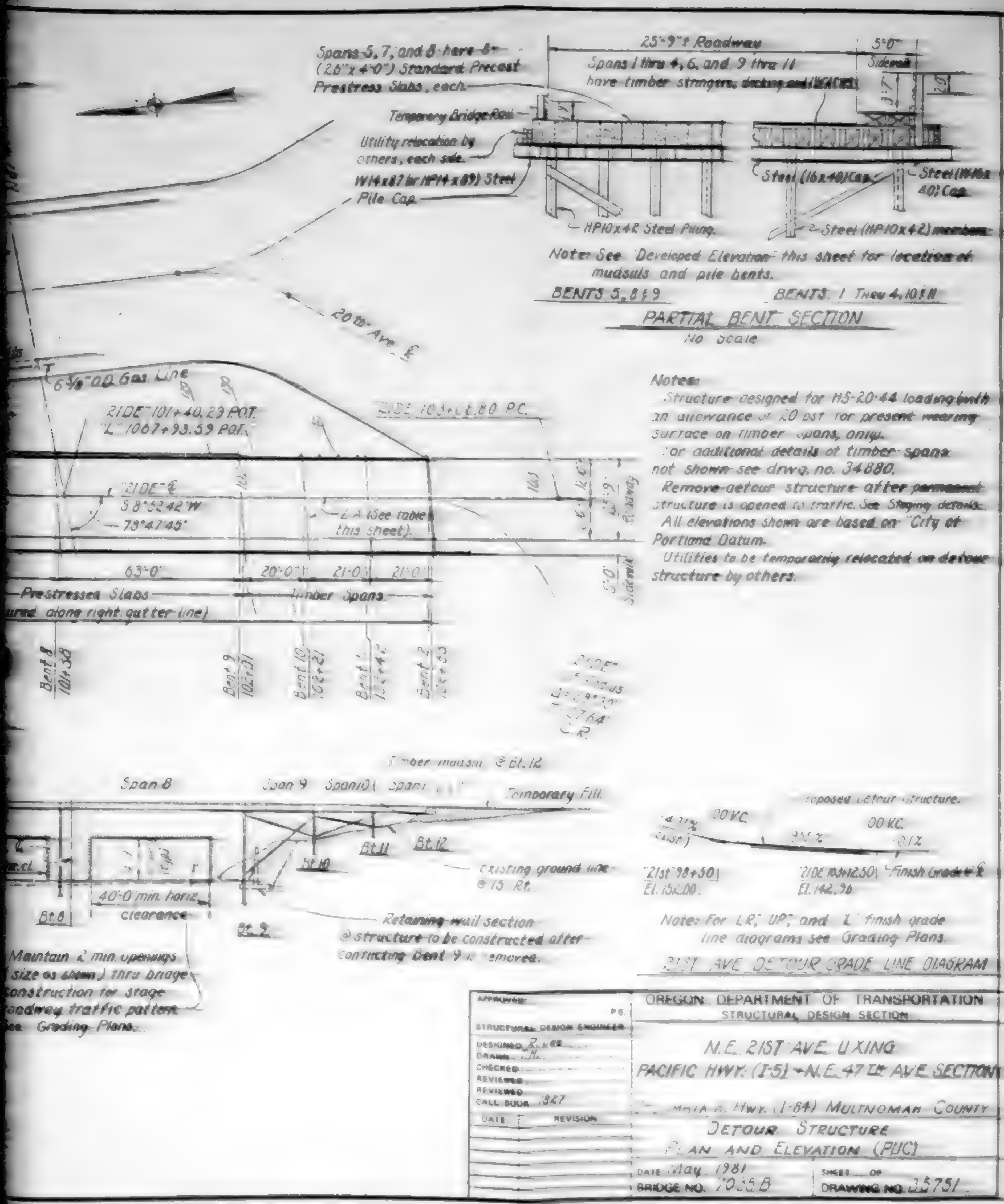
∠'S BETWEEN BENTS AND ROADWAY ℄	
BENT NOS	"∠A" (TAN-TAN)
1	127°33'
2 & 3	90° 0'
4	77°32'
5 & 8 thru 12	85°53'45"
6 & 7	79°00'



Proposed Reconstruction
See drwg. no. 35835 for details
Existing Structure to Remain
6'-0" C.S.P. (Exist.)
8 5/8" O.D. Gas Line
"UP" ℄ N87°33'16"E
"21st" 100+05.36
"L.R." ℄ N87°45'08"E
"L" ℄ N87°40'27"E
Telephone Conduits
"21st" 98+90 P.O.T. =
"21DE" 98+90 P.C.
"21DE" 99+53.80 P.R.C.
Temp. concrete rail traffic barrier (Secure to detour structure rail)
6'-10" Sidewalk
44'-0" Roadway
22'-0"
22'-0"
6'-10" Sidewalk
"21st Ave. ℄ S1°46'42"W
5'-0" Sidewalk
"21DE" 70' Radius Δ=46°…36" T=30.19' C.L.
"21DE" 100+13.15 P.O.T.
"UP" 99+56.33 P.O.T.
"21DE" 100+59.04 P.O.T.
"LR" 2067+69.02 P.O.T.
"21DE"
"L" 10…
6 5/8" O.D. Gas
"21DE" 68' Radius Δ=53°45'36" T=34.47' C.R.
25'-0" R.
20'-6"
22'-6"
21'-6"
25'-0"
46'-6"
63'
78°40'34"
78°52'20"
78°
Timber Spans
Prestressed Slabs
Prestressed Slabs
326'-6" ± (measured along right out…
Bent 1 99+57
Bent 2 99+66
Bent 3 99+85
Bent 4 100+01
Bent 5 100+20
Bent 6 100+55
Bent 7 100+94
Bent 8 101+38
Storm Sewer
"21DE" 100+10.81 P.T.
Remove existing rail section which is in conflict with proposed detour structure. Salvage rail members. Reconstruct posts and install rail members after permanent structure reopened to traffic.
Metal flex beam rail mounted on timber posts.
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
Span 7
150
140
130
120
110
100
90
80
70
"LR" ℄
"L" ℄
37'-0" min. horiz. cl.
40'-0" min. … clear…
15'-0"
9'-0"
9'-0"
Bt. 1
Bt. 2
Bt. 3
Bt. 4
Bt. 5
Bt. 6
Bt. 7
Bt. 8
Steel (HP 10x42) Columns on Concrete Mudsills @ Bents 1 thru 3.
R.R. Construction Clearances
6'-0" Conc. Sewer Pipe
Steel (HP 10x42) Pile Bents 4 thru 11.
Exist. "UP" ℄
Proposed 42" Storm Sewer Pipe
Temporary Fill
Permanent Fill
Maintain 2 min. open… (size as shown) thru … construction for sta… roadway traffic pa… See Grading Plans.

PLAN
Scale: 1" = 20'-0"

DEVELOPED ELEVATION
Scale: 1" = 20'-0"


Spans 5, 7, and 8 have 8 - (25" x 4'-0") Standard Precast Prestress Slabs, each.
25'-9" ± Roadway
5'-0" Sidewalk
Spans 1 thru 4, 6, and 9 thru 11 have timber stringers, decking and ...
Temporary Bridge Rail
Utility relocation by others, each side.
W14x87 (or HP14x89) Steel Pile Cap
HP10x42 Steel Piling.
Steel (16x40) Cap
Steel (W10x 40) Cap
2-Steel (HP10x42) members
Note: See "Developed Elevation" this sheet for location of mudsills and pile bents.
BENTS 5, 8 & 9
BENTS 1 Thru 4, 10 & 11
PARTIAL BENT SECTION
No Scale
20th Ave. ℄
6 5/8" O.D. Gas Line
"21DE" 101+40.23 P.O.T.
"L" 1067+93.59 P.O.T.
"21DE" 103+68.80 P.C.
"21DE" ℄
S 8°52'42" W
79°47'45"
"Z A" (See table this sheet).
63'-0"
20'-0"
21'-0"
21'-0"
5'-0" Sidewalk
Prestressed Slabs
Timber Spans
(measured along right gutter line)
Bent 8 101+38
Bent 9 102+01
Bent 10 102+21
Bent 1 102+42
Bent 2 102+63
"21DE"
Timber mudsill @ Bt. 12
Span 8
Span 9
Span 10
Span 11
Temporary Fill
Bt. 10
Bt. 11
Bt. 12
Existing ground line @ 15' Rt.
40'-0" min. horiz. clearance
Bt. 8
Bt. 9
Retaining wall section @ structure to be constructed after contracting Bent 9 is removed.
Maintain 2 min. openings (size as shown) thru bridge construction for stage roadway traffic pattern. See Grading Plans.
Proposed Detour Structure.
00 V.C.
00 V.C.
-0.1%
"21st" 98+50
El. 152.00
"21DE" 103+12.50
El. 142.96
Finish Grade ℄
Note: For "LR", "UP", and "L" finish grade line diagrams see Grading Plans.
21ST AVE. DETOUR GRADE LINE DIAGRAM

Notes:

Structure designed for HS-20-44 loading with an allowance of 20 psf for present wearing surface on timber spans, only.

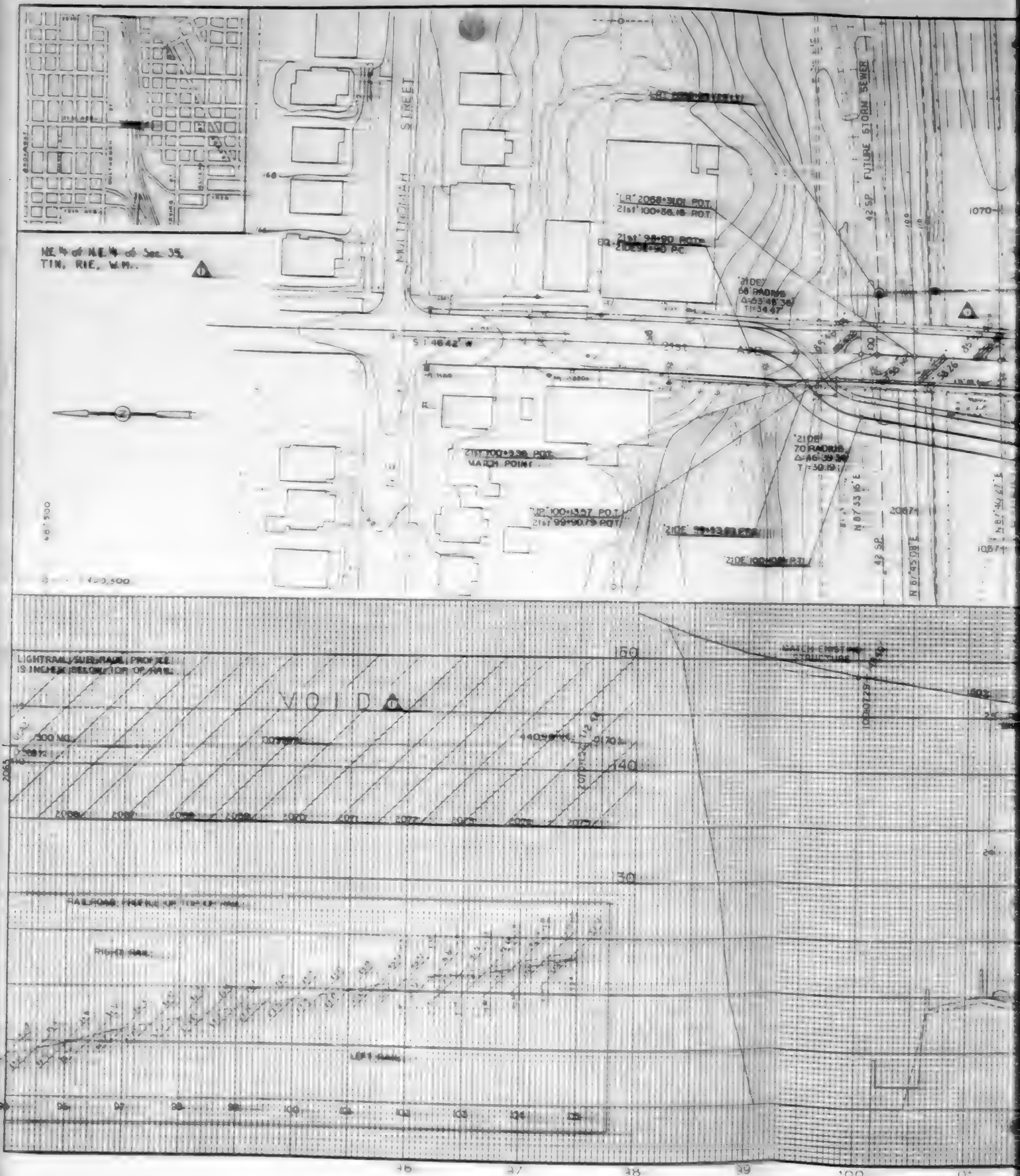
For additional details of timber spans not shown see drwg. no. 34880.

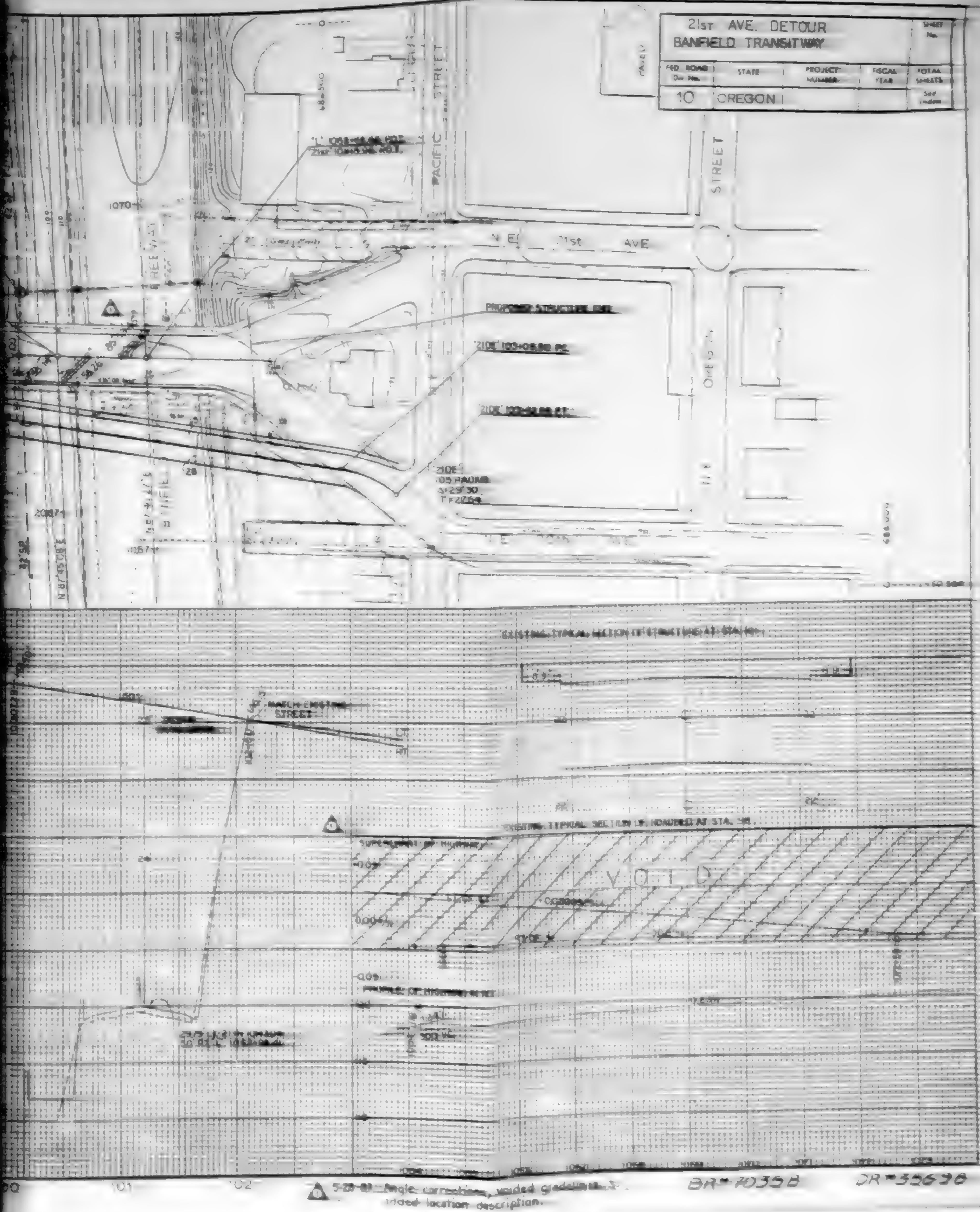
Remove detour structure after permanent structure is opened to traffic. See Staging details.

All elevations shown are based on "City of Portland Datum".

Utilities to be temporarily relocated on detour structure by others.

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER	
DESIGNED R. Lee DRAWN I.M. CHECKED REVIEWED REVIEWED CALC. BOOK 1327	N.E. 21ST AVE. U'XING PACIFIC HWY. (I-5) - N.E. 47th AVE. SECTION COLUMBIA R. HWY. (I-84) MULTNOMAH COUNTY DETOUR STRUCTURE PLAN AND ELEVATION (P.U.C.)
DATE / REVISION	DATE May 1981 SHEET ... OF BRIDGE NO. 7035 B DRAWING NO. 35751


NE¼ of N.E.¼ of Sec. 35, T1N, R1E, W.M.
MULTNOMAH STREET
42" SP FUTURE STORM SEWER
"LR" 2068+31.01 P.O.T.
21st 100+36.16 P.O.T.
21st 98+90 P.O.T.
EQ. 21DE 98+90 P.C.
"21DE"
68 RADIUS
Δ=63°48'36"
T=34.67
"21DE"
70 RADIUS
Δ=46°39'36"
T=30.19
21st 100+9.36 P.O.T.
MATCH POINT
"LR" 100+13.57 P.O.T.
21st 99+90.79 P.O.T.
"21DE" 100+00 P.31
N 87°33'16" E
N 87°45'08" E
42" SP
1070
1067
2067
S 1°46'42" W
LIGHTRAIL SUBGRADE PROFILE IS INCHES BELOW TOP OF RAIL
VOID
MATCH EXISTING STRUCTURE
RAILROAD PROFILE OF TOP OF RAIL
Right Rail
Left Rail
150
140
30
96
97
98
99
100
101
0

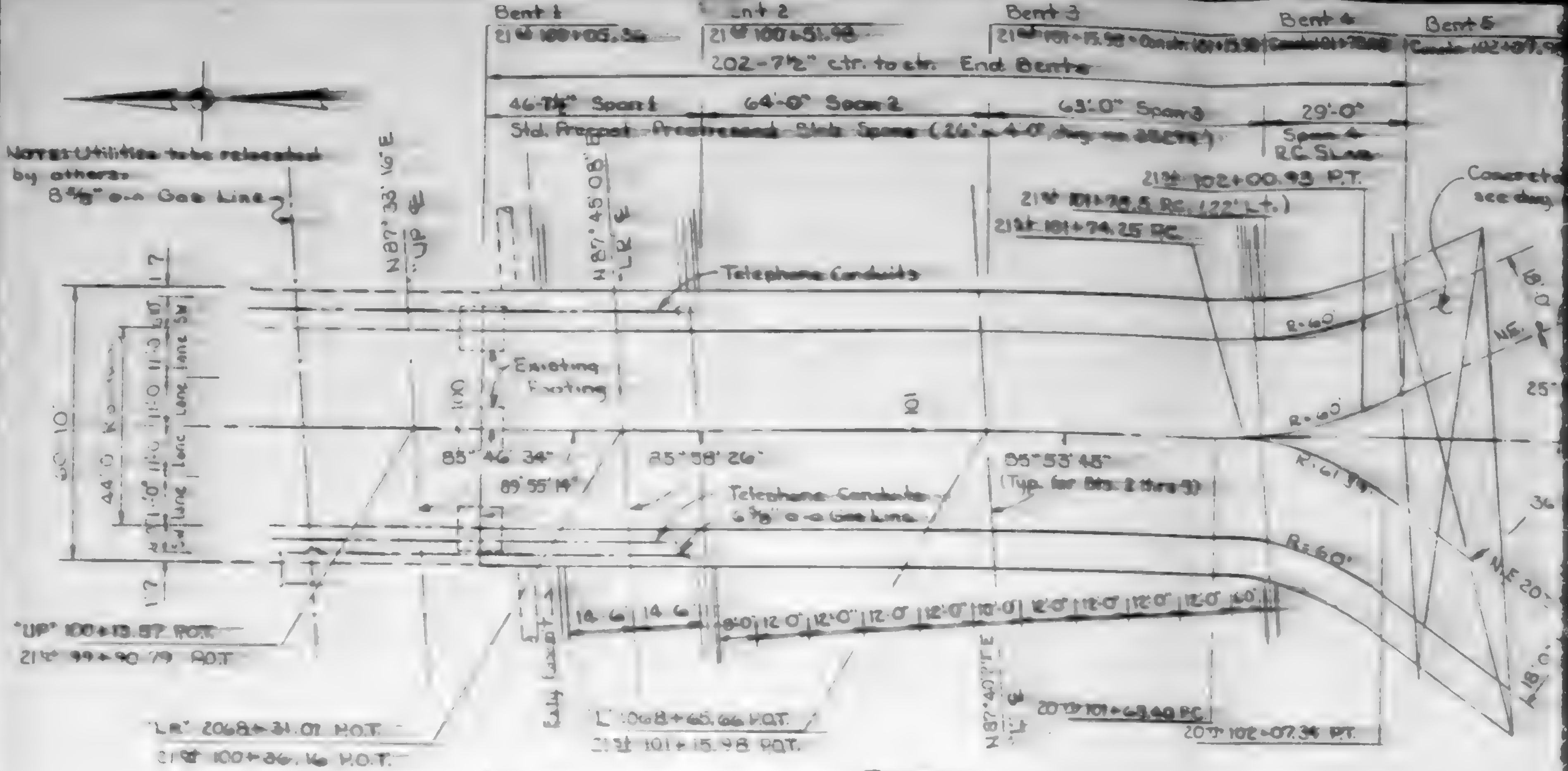

PACIFIC STREET
STREET
N.E. 21st AVE
PROPOSED STRUCTURE
MATCH EXISTING STREET
EXISTING TYPICAL SECTION OF STRUCTURE AT STA.
EXISTING TYPICAL SECTION OF ROADBED AT STA.
VOID
PROFILE OF HIGHWAY
100
101
102

21st AVE. DETOUR BANFIELD TRANSITWAY					SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	
10	OREGON			See Index	

5-20-83 Angle corrections, voided gradelines & added location description.

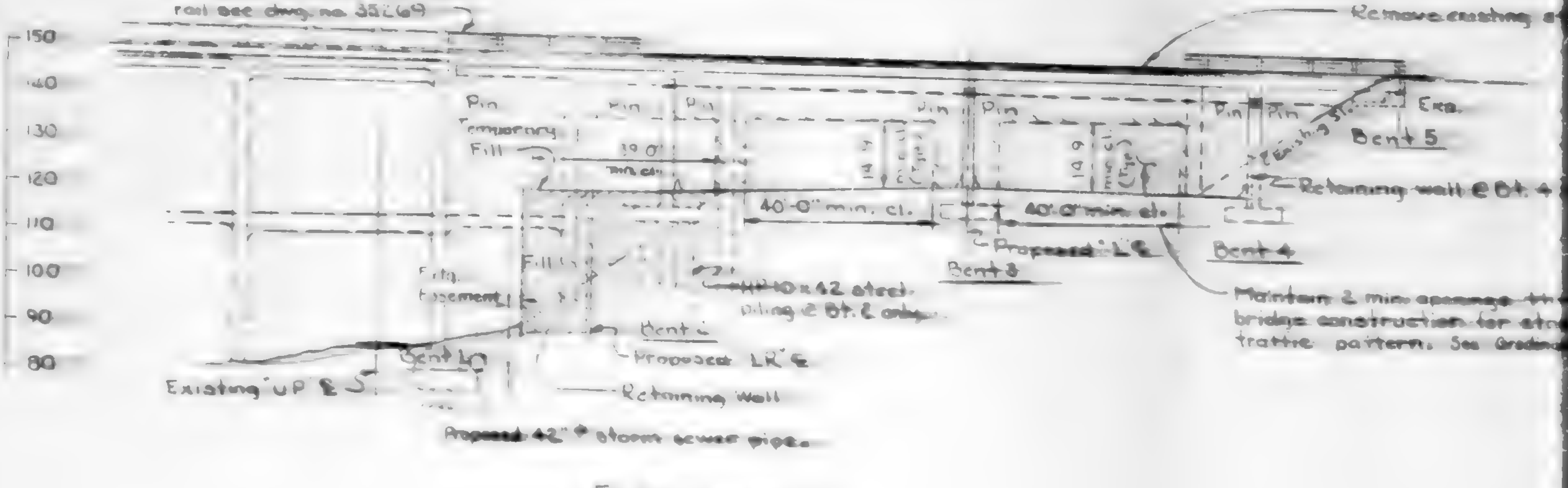
BR-7035B

DR-35638


Bent 1
21st 100+05.36
Bent 2
21st 100+51.98
Bent 3
21st 101+15.98 = Const. 101+15.98
Bent 4
Const. 101+78.00
Bent 5
Const. 102+07.9
202-7½" ctr. to ctr. End Bents
46-7½" Span 1
64'-0" Span 2
63'-0" Span 3
29'-0"
Span 4
R.C. Slab
Std. Precast Prestressed Slab Spans (26" x 4'-0" dwg. no. 35ET?)
Notes: Utilities to be relocated by others.
8⅝" o-a Gas Line
N87°33'16"E "UP" ℄
N87°45'08"E "LR" ℄
21st 102+00.93 P.T.
21st 101+79.5 P.C. (22' Lt.)
21st 101+74.25 P.C.
Concrete
see dwg.
Telephone Conduits
Existing
Existing
101
100
88°46'34"
89°55'14"
85°58'26"
85°53'48"
(Typ. for Bts. 2 thru 5)
Telephone Conduits
6⅝" o-a Gas Line
R=60'
R=60'
R=61.9'
R=60'
N.E.
N.E. 20
25
36
18.0
16.0
44'-0"
11'-0"
Lane
Lane
Lane
Lane
SW
1.7
1.7
14.6
14.6
8'-0
12'-0
12'-0
12'-0
12'-0
10'-0
12'-0
12'-0
12'-0
12'-0
6'-0
"UP" 100+13.87 P.O.T.
21st 99+90.79 P.O.T.
Exist. Line
"LR" 2068+31.01 P.O.T.
21st 100+86.16 P.O.T.
"L" 2068+65.66 P.O.T.
21st 101+15.98 P.O.T.
N87°40'?"E
20th 101+63.40 P.C.
20th 102+07.34 P.T.
Existing Structure to remain in place.
Proposed Structure

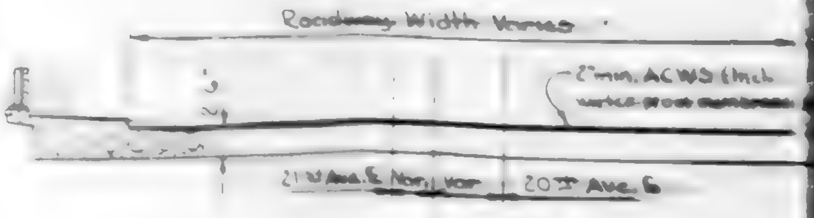
PLAN

Scale: 1" = 20'-0"


Std. 3 tube curb mounted rail see dwg. no. 35269
Remove existing
150
140
130
120
110
100
90
80
Pin
Pin
Pin
Pin
Pin
Pin
Pin
Temporary Fill
19'-0"
min. cl.
14'-9"
14'-9"
40'-0" min. cl.
40'-0" min. cl.
Exist.
Bent 5
Retaining wall ℄ Bt. 4
Proposed "L" ℄
Bent 3
Bent 4
Maintain 2 min. openings thru bridge construction for street traffic pattern. See Grading
Exist. Basement
Fill
HP10x42 steel piling ℄ Bt. 2 only
Bent 2
Proposed "LR" ℄
Retaining Wall
Bent 1
Existing "UP" ℄ S
Proposed 42" ϕ storm sewer pipe.

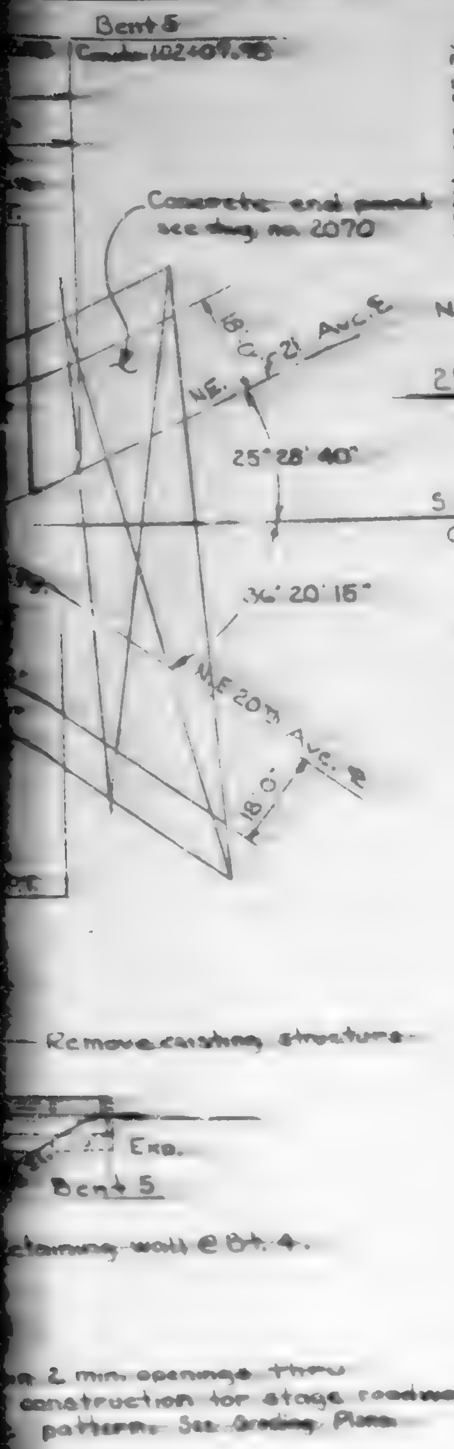
ELEVATION

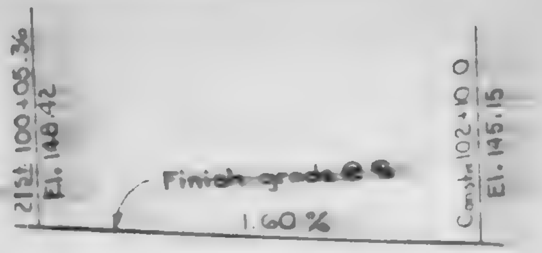
Scale: 1" = 20'-0


Roadway Width Varies
2" min. ACWS (thick. varies from membrane
21st Ave. ℄ Non. var.
20th Ave. ℄
Const. ℄

DECK SECTION SPAN 4

No Scale

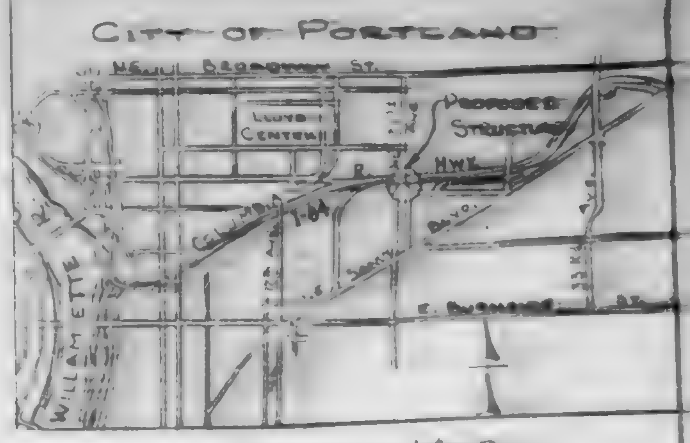

Bent 5
Constr. 102+09.95
Concrete end panel see dwg. no. 2070
N.E. 21st Ave. ℄
25° 28' 40"
S 1° 46' 42" W
Constr. ℄
36° 20' 15"
N.E. 20th Ave. ℄
18.0'
Remove existing structure
Exp.
Bent 5
Retaining wall @ Bt. 4.
2 min. openings thru construction for stage roadway pattern. See Grading Plans


21st 100+05.36
El. 148.42
Finish grade @ ℄
1.60 %
Constr. 102+10.0
El. 145.15

Notes: For "LR", "UP" and "L" finish grade line diagrams see Grading Plans.

21st Ave. Grade Line Diagram

No Scale


City of Portland
N.E. Broadway St.
Lloyd Center
Proposed Structure
Hwy.
I-84
Columbia
Willamette
E. Burnside

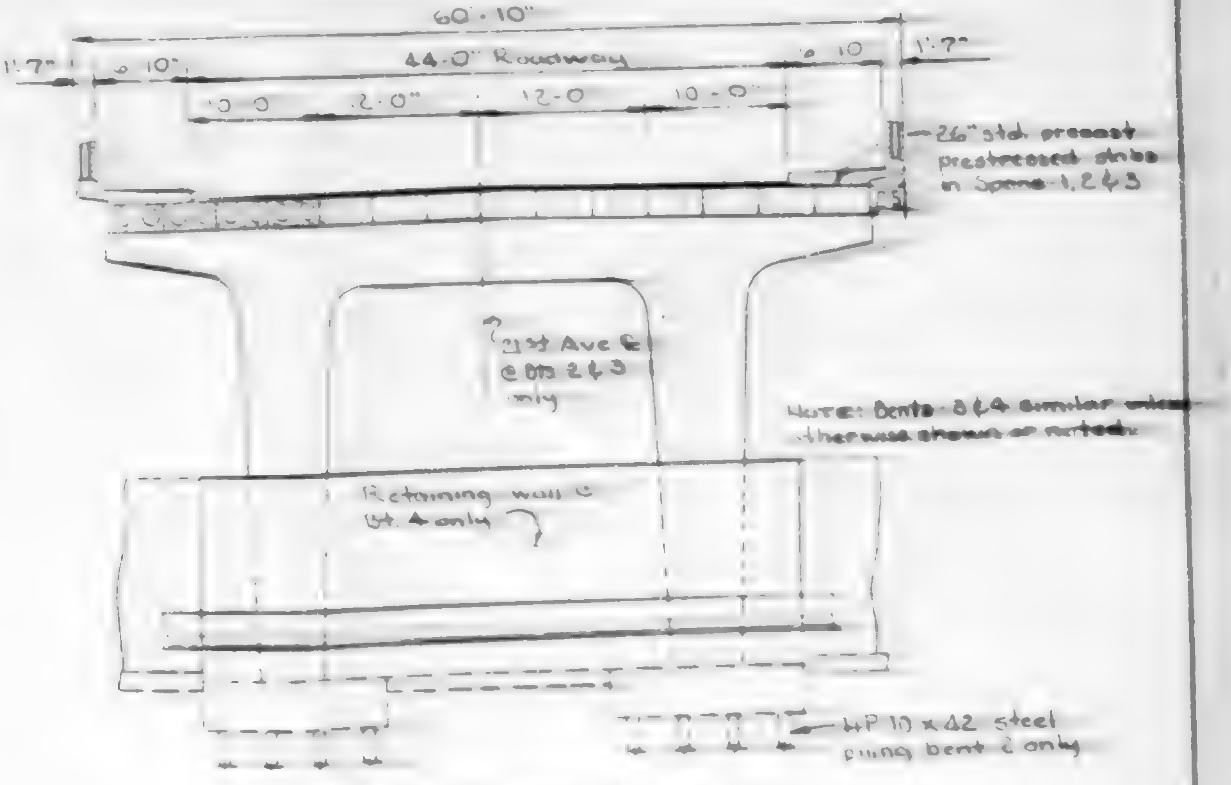
Vicinity Map

No Scale

Notes: New bridge construction designed for HS20-44 loading with an allowance of 25 p.s.f. for initial wearing surface and 25 p.s.f. for future wearing surface.

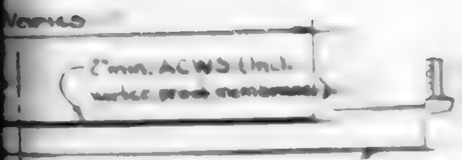
See dwg. no. 35751 for detour structure details.

All elevations shown are based on City of Portland datum.


60'-10"
1'-7"
0'-10"
44'-0" Roadway
0'-10"
1'-7"
10'-0"
12'-0"
12'-0"
10'-0"
26" std. precast prestressed slabs in Spans 1, 2 & 3
21st Ave ℄ @ Bts 2 & 3 only
Note: Bents 3 & 4 similar unless otherwise shown or noted.
Retaining wall @ Bt. 4 only
HP 10 x 42 steel piling bent 2 only

Elevation Bent 2

No Scale


2" min. ACWS (Incl. surface prep. membrane)
20th Ave. ℄

Cast-in-place deck section.

Const. ℄

Span 4

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

N.E. 21st Ave. U Xing
Pacific Hwy (I-5) - N.E. 47th Ave. Section
Columbia R. Hwy. (I-84) Multnomah Co.

(P.U.C.)
Plan and Elevation

Approved	P.E.
Structural Design Engineer	P.E.
Technical Services Engineer	
Designed	E.J.
Drawn	L.W.
Checked	
Reviewed	
Reviewed	
Calc. Book	1827
Date	Revision

Accompanied by dwgs.

Date 5-18-81
Bridge No. 7035 B
Sheet of
Drawing No. 35835

August 13, 1981

Tony George, Engineering Coordinator
Environmental Section

A. Olson
[illegible]. [illegible]. Olson
Preliminary Design Engineer

27th - [illegible]th Avenue
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County
26-1929-907

The proposed off-ramp in the area of the proposed sound wall goes from a depressed section at the west end to an elevated section at the east end. The elevated section begins at approximately station "[illegible]" 1120+7[illegible] and is designed [illegible] concrete retaining walls on both sides.

The most feasible design for sound walls in this area would [illegible] to increase the height of the proposed retaining wall between stations [illegible] 112[illegible]+30 and 1131+05 Rt. and then connect this section of the wall to freestanding concrete walls to complete the sound wall. The freestanding concrete walls can be constructed with concrete block or precast concrete panels; [illegible] cost approximately the same to construct.

The cross sections indicate that the proposed retaining wall left of station "[illegible]" 112[illegible]+[illegible] would break the line of sight from the Banfield [illegible] approximately the same amount [illegible] proposed [illegible] foot [illegible] sound wall placed right of "[illegible]" 1120+[illegible]. [illegible] "[illegible]" 113[illegible] Lt. [illegible] retaining wall would break [illegible] line of sight [illegible] approximately the same amount as the proposed 14 foot high sound wall placed right of "[illegible]" 1130. The effectiveness of the westerly end of the proposed sound walls should be examined.

[illegible] following sound walls are designed to [illegible] proposed top of barrier elevations [illegible] freestanding walls placed at the locations indicated in your letter.

Wall #1. This sound wall would require an 8 foot high, [illegible] foot long freestanding wall between "[illegible]" 1126+30 and 1128+30, along with increasing the height of the proposed retaining wall between "BN" 1128+30 and 113[illegible]+5[illegible]. The cost for increasing the height of the retaining wall and to construct the freestanding wall would [illegible] approximately [illegible] each, making the total cost to construct this [illegible].

Wall #2. This sound wall would require a 12 foot high, 200 foot long freestanding wall between "BN" 1126+30 and 1128+30. The height of the retaining wall would need to be increased approximately 13 feet at "BN" 1128+30 to 4 feet at 1131+05. This wall would then be connected to a 12 foot high, 60 foot long freestanding wall at the east end. The cost to increase the height of the retaining wall will be approximately $40,000. The freestanding walls will cost approximately $60,000, averaging $231 per lineal foot. The total estimated cost to construct this sound wall is $100,000.

Wall #3. This wall would be identical to wall #2 except for a two foot increase in height. The total estimated cost to construct this sound wall is $120,000. This cost includes $52,000 for the retaining wall section and $68,000 for the freestanding wall.

Other alternatives were considered such as constructing a freestanding concrete or metal wall full length. A metal wall could also be attached to the top of the proposed retaining wall, however these a walls would cost more and would not improve the noise mitigation.

There would be no apparent adverse impact to the road design by constructing these sound walls.

T This would be a type 1-A project.

ADU:ls

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: July 23, 1981

TO: J. H. Versteeg
Engineering

FROM: Anthony J. George, Engineering Coordinator
Environmental Section
Tony

SUBJECT: 37th-39th Avenue
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

Would you please analyze the three sound wall/alternatives presented below and provide us with engineering feasibility and cost estimates for each. Prospective locations for these sound walls are shown on the attached map.

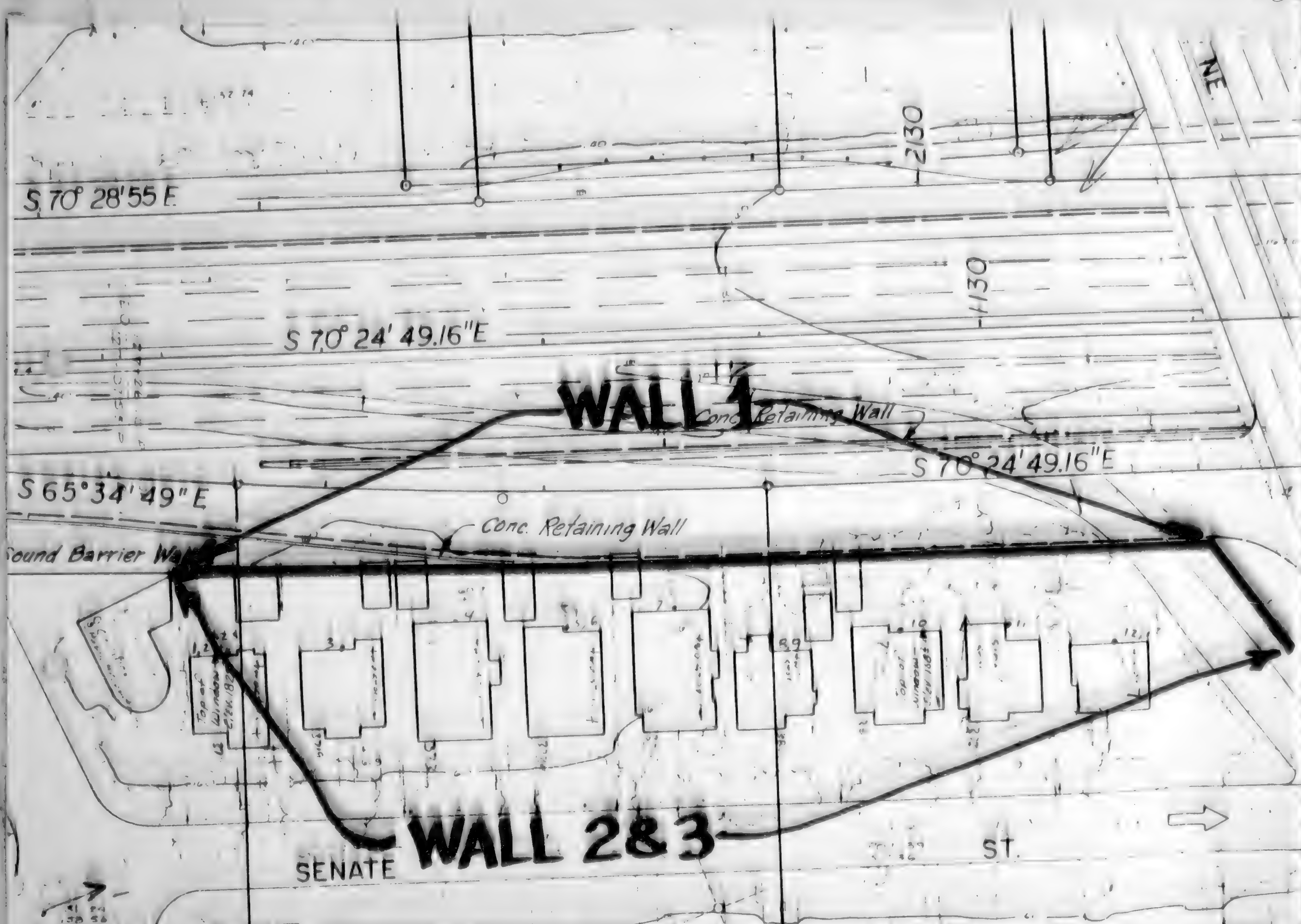
Wall	Station	Length	Height	Top of Barrier Elevation
1	1126+30-1131+05 Rt.	475'	8'	168', 163'
2	1126+30-1131+05 Rt.	475'	12'	172', 167'
	1131+05-1131+40 Rt.	60'	12'	167', 167'
3	1126+30-1131+05 Rt.	475'	14'	174', 169'
	1131+05-1131+40 Rt.	60'	14'	169', 169'

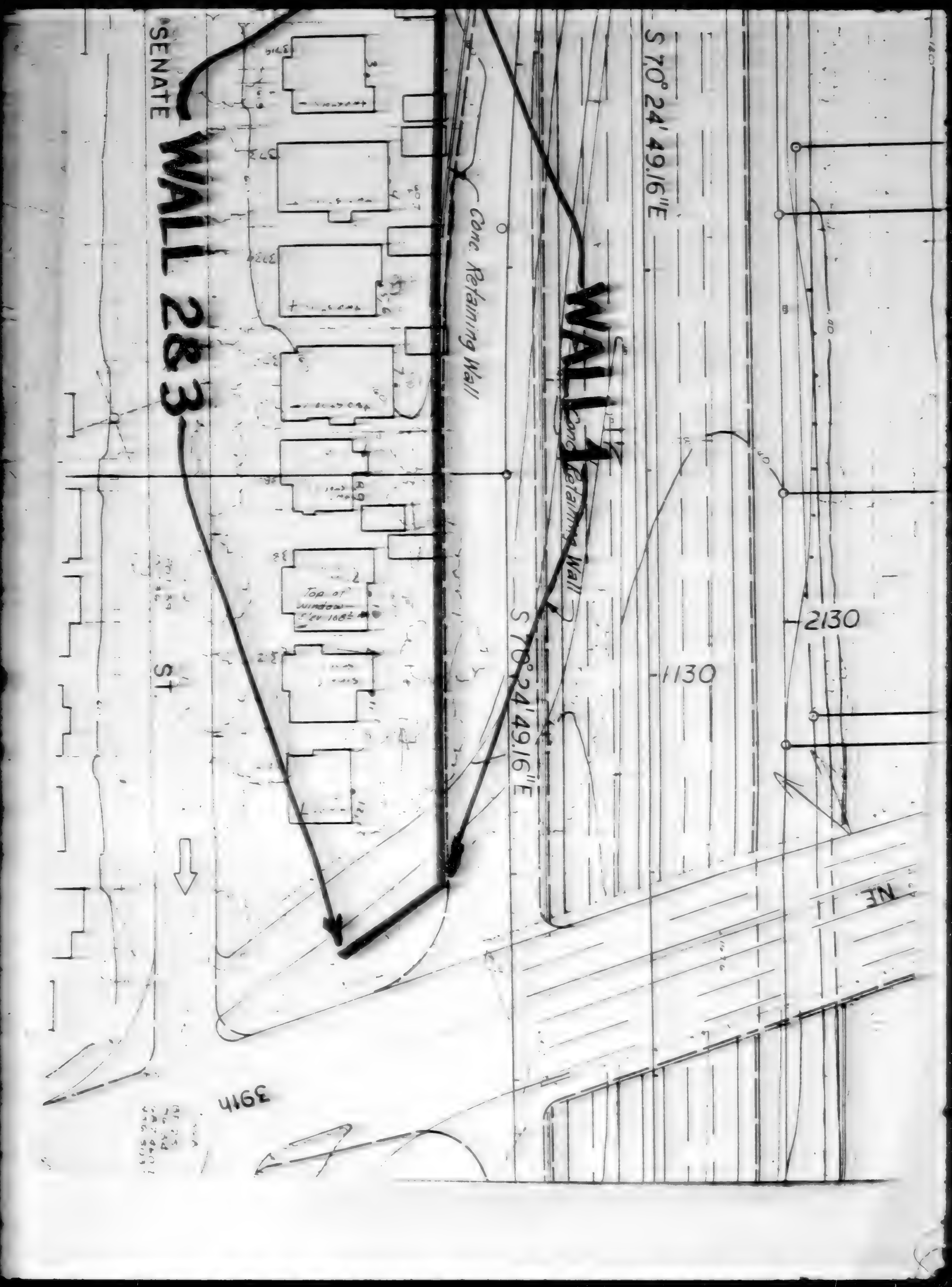
This information is needed so that we may complete our final noise study report for the subject section of the Banfield Transitway project. Also available for your use are location and road cross-section mapping.

AJG:JM:ct

Attachment

Contains
Recycled
Materials
25-1387


S 70° 28'55 E
2130
NE
1130
S 70° 24' 49.16"E
WALL 1
Conc. Retaining Wall
S 70° 24' 49.16"E
S 65°34' 49" E
Conc. Retaining Wall
Sound Barrier Wall
Top of Window Elev. 182
Top of Window Elev. 168
WALL 2&3
SENATE
ST.


SENATE
ST
WALL 2 & 3
WALL 1
Conc Retaining Wall
Conc Retaining Wall
S 70° 24' 49.16"E
S 70° 24' 49.16"E
Top of Window Elev 108
1130
2130
NE

1515

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV. 3

TO: E. S. Hunter, Assistant State Highway Eng. DATE: May 29, 1981
J. H. Versteeg, G. A. Potter, R. N. Bothman

FROM: Tony
Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: Final Noise Study Reports
20th-21st and 21st-23rd Avenue Sections
Banfield Transitway
Columbia River Highway
Multnomah County

Attached are Final Noise Study Reports for the 20th-21st Avenue and 21st-23rd Avenue Sections of the subject project. These reports are the first and second of nineteen reports being prepared to supplement Dames and Moore's Acoustic Technical Report.

The Final Noise Study Report for the 20th-21st Avenue Section does not contain any mitigation proposal and has been sent for informational purposes only.

The report for the 21st-23rd Avenue Section is largely self explanatory. A concrete block barrier, 220 feet in length and 12 feet in height has been recommended the estimated cost is $55,000 plus an additional $1,000 for landscaping. Federal design noise levels will be achieved at all affected receptors.

I concur with the recommendations in these reports and request your approval. Bridge Design is awaiting a decision so they may proceed with preparation of the construction plans.

AJG:TT:ct

Attachments

[illegible]

6/2/81
Approved as noted
[illegible]
Copy sent to [illegible]

Versteeg Joe
Anderson
Christensen
Olson
Sullivan
Corbin
Moore
Wakefield

RECEIVED
JUN 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Action

SP*75883-125

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT
(Supplement to Dames and Moore Acoustics Technical Report, August 1980)
20th-21st Avenues (South) Section
Columbia River Highway
Multnomah County

RECEIVED
ROAD DESIGN SECTION

Prepared by:
Oregon Department of Transportation
Technical Services Branch
Environmental Section

May 1981

10335
Anthony J. George Jr.

Banfield Transitway
20th - 21st Avenues (South) Section
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one in a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment which were described in the Acoustics Technical Report are considered to be accurate unless expressely superceded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of federal design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of federal design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 20th-21st Avenue section, on the south side of the Banfield freeway.

Figure 1 shows the location of the 20th-21st Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. Shoulders would be widened slightly in the vicinity of the project section.

DESCRIPTION OF IMPACTED AREA

The Acoustics Technical Report only identifies one building as being impacted in the 20th-21st Avenue road segment south of the Banfield freeway. The building is the Fire Alarm Telegraph Building, which is owned and operated by the Portland Fire Department (see Figure 2). It is described as a public building in Table 5-1 of the Acoustics Technical Report.

METHODOLOGY

The noise analysis in the 20th-21st Avenue segment consisted of a field investigation of the Fire Alarm Telegraph Building. The degree of impact to the building was determined by applying FHWA noise reduction factors [FHPM 7-7-3, Section 8(e)(1)] to the noise predictions contained in the Acoustics Technical Report.

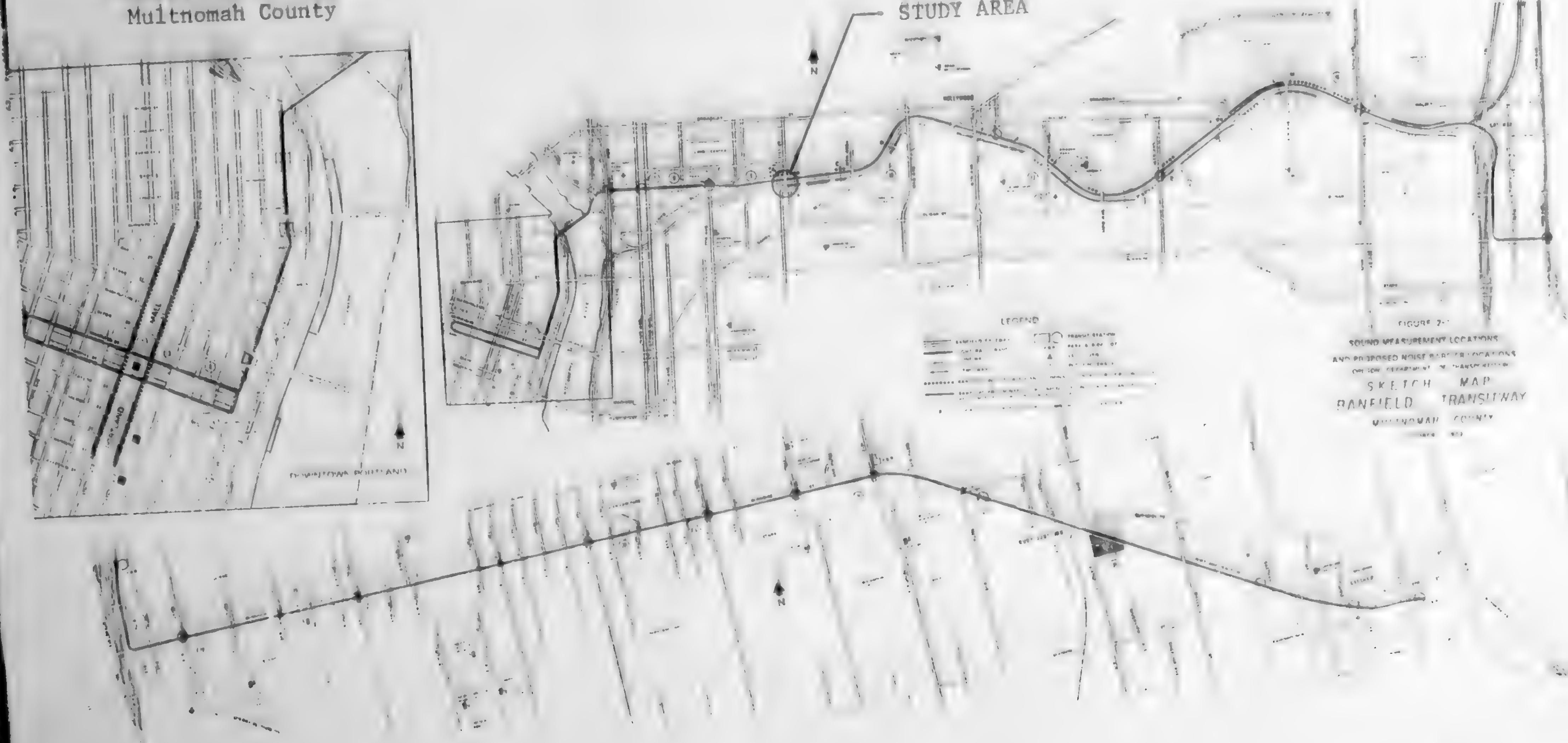
TRAFFIC

The traffic data used for noise predictions in the 20th-21st Avenue road segment is listed in Table D-1 of the Acoustics Technical Report (Holladay Street off-ramp - 33rd Avenue). Table 1 in this report shows the volumes and speeds used for year 1990 noise predictions. In this case, noise levels during the peak truck hour yielded the highest predictions.

EXISTING NOISE

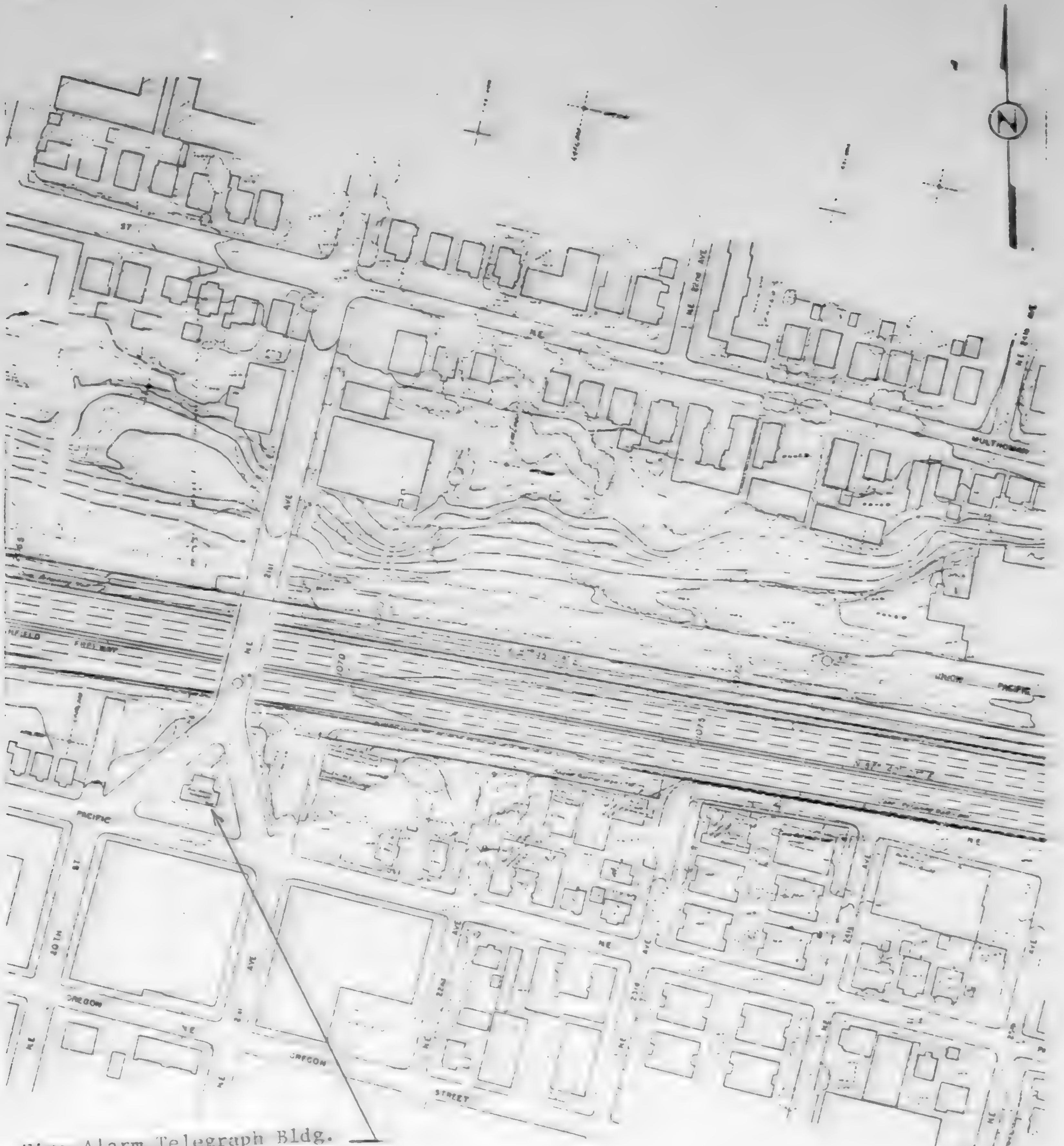
The noise environment in the 20th - 21st Avenue road segment is dominated by traffic noise from the Banfield freeway. Traffic noise from 20th

FIGURE 1
PROJECT STUDY AREA LOCATION


STUDY AREA
N
N
N
MALL
DOWNTOWN PORTLAND
LEGEND
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY

20th-21st Avenues (South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

FIGURE 2
PROJECT STUDY AREA DETAIL


N
ST
NE
NE 22nd AVE
NE 21st AVE
MULTNOMAH
BANFIELD FREEWAY
UNION PACIFIC
PACIFIC
20th ST
AVE
22nd
NE
OREGON
NE
OREGON
STREET

Fire Alarm Telegraph Bldg.
PORTLAND FIRE DEPT.

20th-21st Avenues (South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

TABLE 1

Banfield Transitway Noise Study
20th-21st Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Peak Traffic Hour

Roadway Segment	Year	Vehicle Volume	Truck Volume	Speed (mph)
20th - 21st Ave.	1990	11,500	390	29

Peak Truck Hour

Roadway Segment	Year	Vehicle Volume	Truck Volume	Speed (mph)
20th - 21st Ave.	1990	7,680	600	48

and 21st Avenues contributes slightly to the total noise levels, but was not considered in the Acoustics Technical Report. Noise measurements were not taken by ODOT along this road segment.

TRAFFIC NOISE IMPACTS

Since there is no outside activity area for the Fire Alarm Telegraph Building, only interior noise levels (FHWA Activity Category E) were assessed. The Fire Alarm Telegraph Building is equipped with a climate control system, thus eliminating the need for opening windows. The interior of the building is well insulated from outside noise levels. The walls are of a concrete-masonry type construction allowing natural light to reach the interior via glass window blocks.

With the outside noise level prediction of Leq 70 dBA (Figure E-3, Acoustics Technical Report) and the noise reduction factor of 35 dBA allowed by FHPM 7-7-3 for this building type/window condition, traffic noise levels are not predicted to exceed the Leq 52 dBA interior design noise level for FHWA Activity Category E. Therefore, no noise impacts are anticipated at the Fire Alarm Telegraph Building.

MITIGATION OF TRAFFIC NOISE IMPACTS

Since no noise impacts are anticipated at the Fire Alarm Telegraph Building, no noise mitigation is recommended for this road segment.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

CONCLUSION

This report was prepared to supplement Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report. A public building was identified in Table 5-1 of the Acoustics Technical Report for the 20th-21st Avenues road segment as requiring further investigation for traffic noise mitigation. The public building is the Fire Alarm Telegraph Building which is owned and operated by the Portland Fire Department.

As a result of a field investigation it was determined that the Fire Alarm Telegraph Building is adequately insulated against traffic noise and is not predicted to exceed FHWA interior design noise levels in year 1990. Therefore no noise mitigation is recommended for the building.

Construction activities will be subject to limitations contained in the Acoustics Technical Report in order to mitigation construction noise. Local officials will be sent a copy of this report as per FHPM 7-7-3.

LIST OF PREPARERS

Gerald L. Morrison, ODOT, Project Engineer

Newell Williams, ODOT, Environmental Technician

Tim H. Thex, ODOT, Project Team Leader

Anthony J. George, P.E., ODOT, Engineering Unit Supervisor

7573

2

1-84

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Duane
~~J. H.~~ Versteeg
Head of Engineering

DATE: May 20, 1981

FROM: Tony
Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: 21st-23rd Avenue Section
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

Please provide us with cost estimates for landscaping in the area shown on the attached map. The landscaping when mature, whould be as high as the noise wall on either end, and should provide a visual screen between the freeway and the buildings adjacent to the right-of-way. Perhaps a planting of Frazer Photinia, Portuguese Laurelcherry, or Pacific Waxmyrtle similar to that designed for the I-205 freeway could be used. Approximately 130 lineal feet of landscaping is needed.

This information is needed so that we may complete our final noise study report for the subject section of the Banfield Transitway project. Additional maps and photographs are available in the Environmental Section. Please contact Tim Thex or myself if there are any questions.

AJG:TT:lb

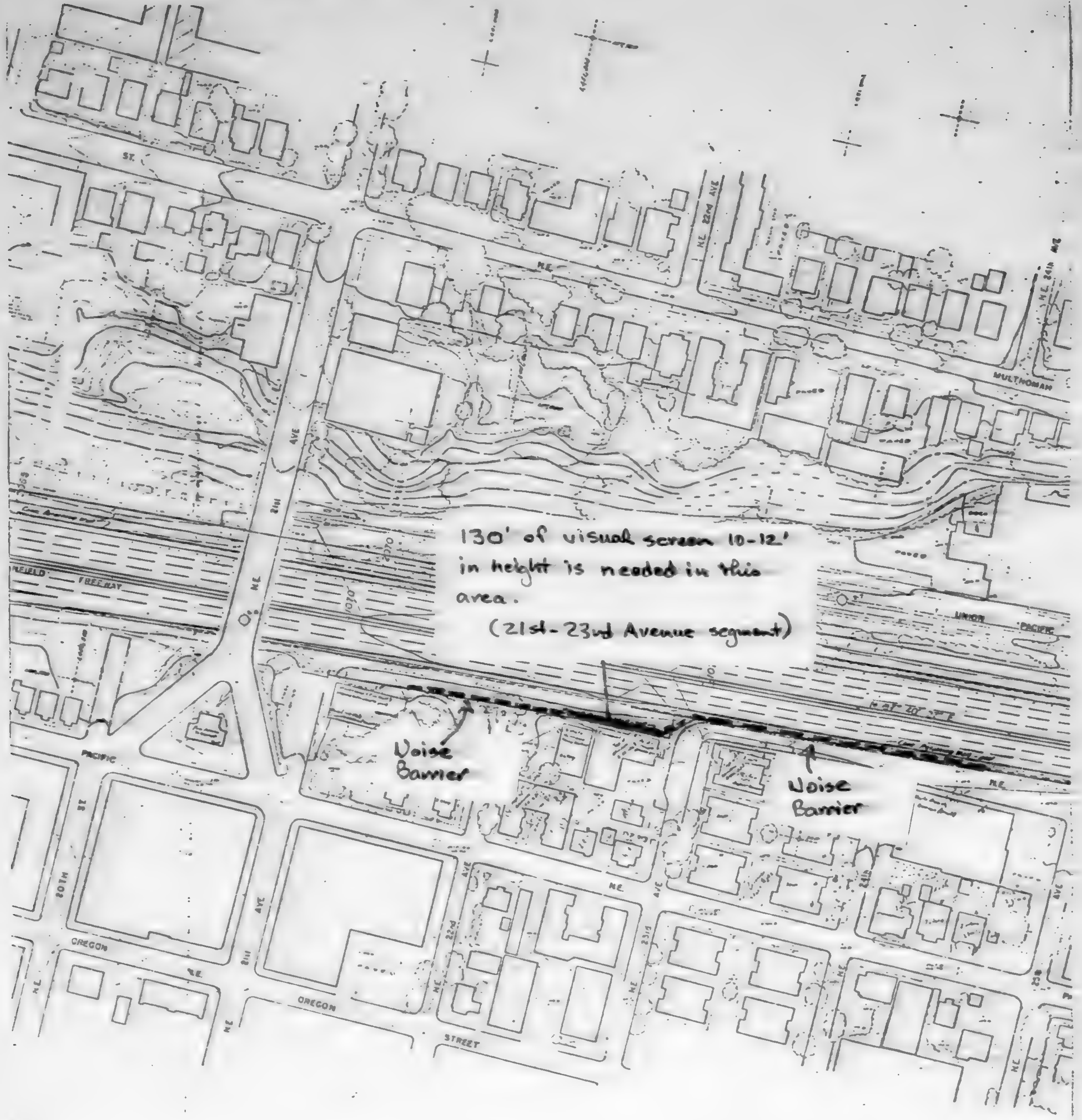
Attachment

___ Versteeg ___
___ Andersen ___
___ Christensen ___
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

RECEIVED
MAY 21 1981
ROAD DESIGN SECTION

Do Not File
Return To ___
Bring ___
Action ___

Banfield Transitway
21st-23rd Avenue Segment
Final Noise Study Report
Landscaping Cost Estimates
App. Scale 1"=200'



130' of visual screen 10-12' in height is needed in this area.
(21st-23rd Avenue segment)

Noise Barrier
Noise Barrier
ST.
NE
NE 22nd AVE
NE 24th AVE
MULTNOMAH
NE 21st AVE
FREEWAY
UNION PACIFIC
PACIFIC
NE 20TH
NE 21st AVE
NE 22nd AVE
NE 23rd AVE
NE
OREGON
OREGON
STREET

SHEET .... OF .... SHE

21 - 23rd Ave Sec.
Banfield Transitway: Horse Study
Columbia River Highway

5-21-81

ESTIMATE OF COST Visual Screen

ITEM	UNIT	TOTAL	PRICE	AMOUNT
Area: 130' x 15' STRIP	SQ FT.	1950		
Shrubs 8' O.C.	ea	30	8.00	240.00
Topsoil 6" deep	cu. yds	36	10.00	360.00
Soil Conditioner 2"	cu. yds	12	12.00	144.00
Bark Mulch	UNITS	2	120.00	240.00
		TOTAL	$	984.00

Some exceptable Shrubs:
Frazer Photinia
Japanese Photinia
Chinese Photinia
Portuguese Laurelcherry
Common Laurelcherry
Franchet Cotoneaster
California Incensecedar
Pacific Waxmyrtle

2

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
ENV 3

TO: Tony George, Engineering Coordinator
Environmental Section

DATE: May 5, 1981

FROM: Roger Moore for
A. D. Olson
Preliminary Design Engineer

Versteeg
Anderson
Christensen TW
Olson
Sullivan JWS
Turpin
Trask
Wakerlig

RECEIVED
MAY 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Action

SUBJECT: 21st Avenue-24th Avenue
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County
Prefix 26-1929-907

Concrete walls appear to be the most feasible type of sound wall for this project. Concrete walls can be constructed with concrete block or precast concrete panels. Both walls cost approximately the same to construct.

All of the proposed walls can be constructed to tie into or replace existing right-of-way fence.

Wall 1: The most feasible location for this wall would be as close to the right-of-way line as possible between Stations 1070+95 and 1073+15 Right. Constructing an 8-foot high, 220-foot long concrete wall as proposed would cost approximately $35,000, averaging $159 per lineal foot. Constructing a 12-foot high wall would cost approximately $55,000, averaging $250 per lineal foot.

Wall 2: This wall would need to be revised to tie into Wall 3 at approximately Station 1074+90 Right in order to allow room for construction of a proposed curb and for installation of guardrail on N.E. 23rd Avenue. This revision would reduce the length of the proposed wall approximately 15 feet.

Constructing a revised 8-foot high, 55-foot long concrete wall that would tie into the right-of-way fence at Station 1074+45 and also tie into Wall 3 at Station 1074+90 Right would cost approximately $10,000, averaging $187 per lineal foot. Constructing this wall 12 feet high would cost approximately $15,000, averaging $259 per lineal foot.

Wall 2 would block the use of an existing access gate in the right-of-way fence. There is an alternative access gate in the right-of-way fence at N.E. 21st Avenue.

Wall 3: This wall would need to be lengthened approximately 15 feet in order to tie into Wall 2 at Station 1074+90 Right.

Increasing the height of a proposed concrete retaining wall located approximately 51 feet right of the Banfield Freeway centerline would appear to be the most feasible alternative for this wall. Increasing the height of the retaining wall from approximately 18 feet to 26 feet between Stations 1074+90 and 1076+50 would cost approximately $13,000. Increasing the height from 18 feet to 30 feet would cost approximately $20,000. The 8-foot increase in height averages $81 per lineal foot compared to $125 per lineal foot for the 12-foot increase in height.

There would be no apparent adverse impact to the road design by constructing these walls.

This would be a Type 1-A project.

RM:ja

cc: J. H. Versteeg ✓

REFERRED TO
Board / ~~Steudenmayer~~ Soure
Cole Mann
Erikson Watson
Hager Dorn Leu
Return / Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Send Copy to Drager

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: April 17, 1981

TO: J. H. Versteeg
Engineering

FROM: [illegible] for
Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: 21st-23rd Avenue, 23rd-24th Avenue
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

Would you please analyze the three sound walls presented below and provide us with engineering feasibility and cost estimates for 8 and 12 foot barrier heights. Prospective locations for these sound walls are shown on the attached map.

Wall	Station	Length
1	1071+95-1073+15 Rt.	220'
2	1074+45-1075+05 Rt.	70'
3	1075+05-1076+50 Rt.	145'

This information is needed so that we may complete our final noise study report for subject section of the Banfield Transitway project. Also available for your use are location and road cross-section mapping.

AJG:JM:ct

Attachment

cc: A. Olson

L Versteeg ✓
Anderson
Christensen
24 Olson
Sullivan
Turpin
[illegible]
Wakerlig

RECEIVED
APR 20 1981
ROAD DESIGN SECTION

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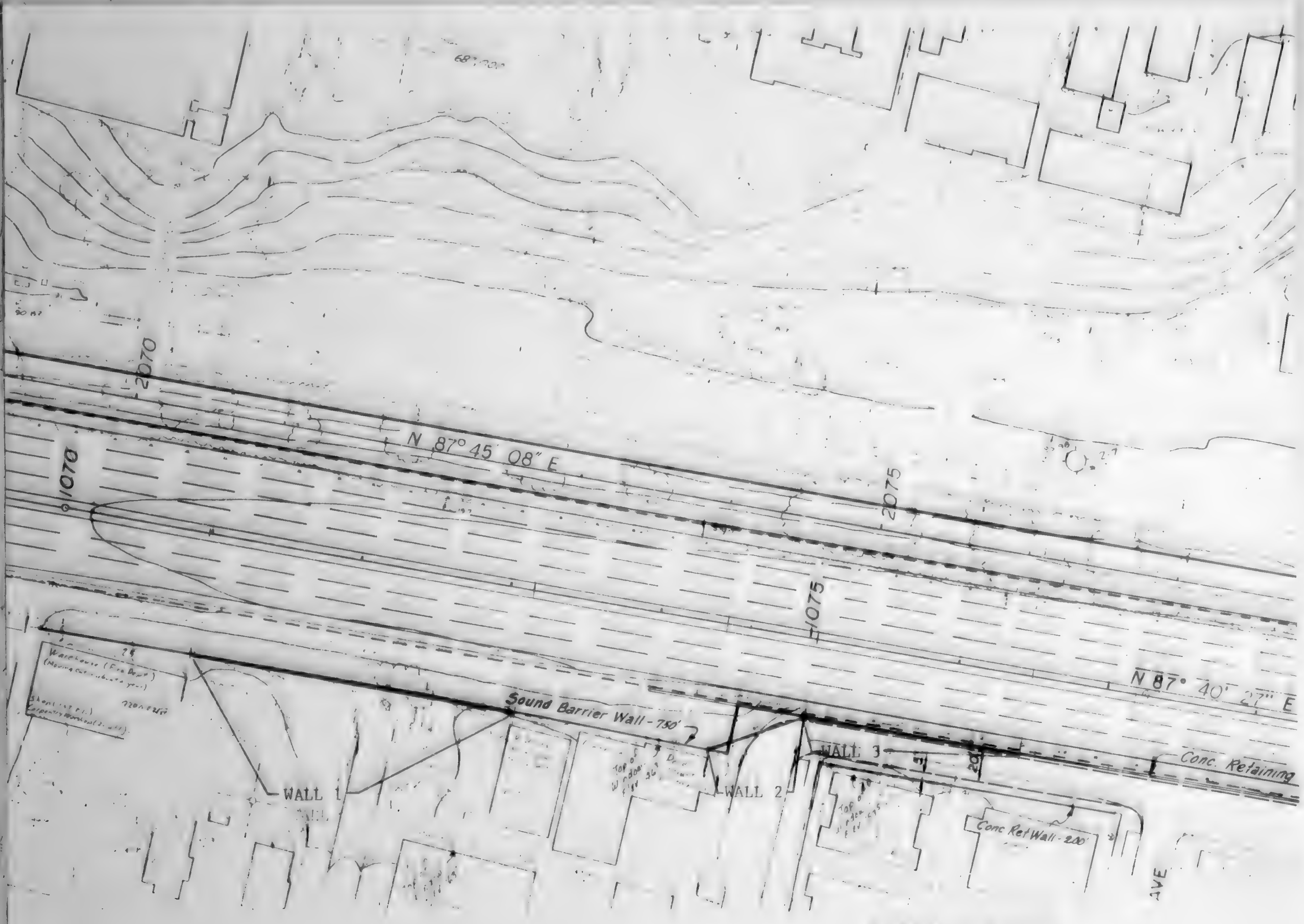
1070
2070
N 87° 45' 08" E
2075
1075
N 87° 40' 27" E
Warehouse (Fire Dept.)
Sound Barrier Wall - 750'
WALL 1
WALL 2
WALL 3
20
Conc. Retaining
Conc Ret Wall - 200'
AVE

BANFIELD TRANSITWAY
21st - 24th Ave.

1982 Nylund Rd.-Roaring Cr. Sec. 9515
of the Santiam Hwy. (Grad., Struc.,
Paving and Signing)

Vail Cr. - Sweet Home Sec.

See: Con 21-4 - Santiam - Sp.

C&A 8732 - 12/19/85

8890 - 1/24/86

9515

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	State OREGON
MONTHLY TRANSACTION NUMBER 9-193	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LINN
PROJECT REPORT NUMBER		Project Number F-HES-21-2(12)
MODIFICATION NUMBER 7	9-23-86	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,643,119	$ 2,553,529
Federal funds	1,862,088(010) $ 450,000(141)	1,783,087 (010) $ 450,000 (141)
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______, 19____

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
Title

~~By~~ FOR: Larry Rulien

State Highway Engineer
Title

By ____________________

____
Title

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
Division Administrator

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon September 22, 1986

Federal-Aid Project No. F-HES-21-2(12)

NYLUND RD.-ROARING CR. SECTION
SANTIAM HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
4-LANE ROADWAY (Sta. 1175+00 to Sta. 1212+37)(Sta. 1212+97 to Sta. 1259+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Barricades	$ 45.00	41	$ 1,845.00	33	$ 1,485.00
Temp Cont Rail Traffic Barriers Reflec	5.00	300	1,500.00	200	1,000.00
Sequential Arrow Signs	2,200.00	2	4,400.00	0	
General Excav	2.50	63,223	158,057.50	58,707.80	146,769.50
Trench Excav	6.45	997	6,430.00	784.04	5,057.00
Portland Cement in CTB Mixture	72.20	3,025	218,405.00	2,848.48	205,660.00
Cl. "C" Asphalt Conc Mixture in Lev.	11.00	2,400	26,400.00	2,232.55	24,556.00
Asphalt in Tack Coat	210.00	19	3,990.00	9.14	1,918.00
18-inch Culv. Pipe	15.00	442	6,630.00	317	4,755.00
Extra for Asphalt Approaches	140.00	48	6,720.00	42	5,880.00
Furnish HP 10x42 Steel Piling	15.29	1,520	23,240.80	730.01	11,161.80
Drive Steel Piles	1.00	1,140	1,140.00	855	855.00

Roadside Seeding & Mulching	465.00	12	5,580.00	11.74	5,455.00
SUBTOTAL			$464,338.00		$414,552.30

Decrease (-)	$ 49,786.00
SUBTOTAL from estimate of April 8, 1986	1,345,825.00
Subtotal	$1,296,039.00
Engineering	84,961.00
Total	$1,381,000.00

Type Code I000
4-LANE ROADWAY (Sta. 1259+00 to Sta. 1280+00)

SUBTOTAL from estimate of April 8, 1986 $ 627,626.00 *

TYPE CODE X080
STRUCTURE, BR. #4242A (Sta. 1212+37 to Sta. 1212+97)

TOTAL as on estimate of April 8, 1986 $ 218,203.00

TYPE SFTY
GUARDRAIL (Sta. 1388+50 to Sta. 1438+50)

TOTAL as on estimate of April 8, 1986 $ 62,854.00

Length of 4-Lane Roadway	1.580 miles
Length of 4-Lane Roadway	0.398 miles
Length of Structure	0.011 miles
TOTAL	1.989 miles

Cost of 4-Lane Roadway Per Mile	$874,050.63
Cost of 4-Lane Roadway Per Mile	$948,304.02

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	RR Funds
4-Lane Roadway Group 011	010	88.18%	$1,381,000	$1,217,765	$163,235	$ ----
4-Lane Roadway Group 021	141	90.0%	500,000	450,000 **	50,000	----
Group 011	010	88.18%	127,626	112,540	15,086	----
Channelization Group 011	010	88.18%	263,846	232,659	31,187	----

Struct. Gr.011	010	88.18%	218,203	192,411	25,792	----	
Guardrail Group 011	010	88.18%	62,854	27,712	3,715	31,427	*
TOTAL			$2,553,529	$2,233,087	$289,015	$31,427	

SubJob 010: 0%; SubJob 011: 81%; SubJob 020: 0%; SubJob 021: 19%
Contract No. C09515
Prefix: C022-1993
Prefix: C09515

* RR ro Pay 50% of Total before Pro-Rata

** Federal Funds set amount.

DDB:pf

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10 171	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County LINN
MODIFICATION NUMBER 5	10-30-85	Project Number F-HES-21-2(12)

The Project Agreement for the above referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,576,698	$ 2,625,331
Federal funds	$ 450,000 1,803,518	$ 450,000 (141) 1,846,403 (010)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of OCT, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 14, 1985

FEDERAL AID PROJECT NO. F-HES-21-2(12)

NYLAND ROAD-ROARING CREEK SECTION
SANTIAM HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 1175+00 to Sta. 1212+37)(Sta. 1212+07 to Sta. 1259+00)

TOTAL as on estimate of April 26, 1984	$1,470,590.00

TYPE CODE I000
4-LANE ROADWAY (Sta. 1259+00 to Sta. 1280+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Ditch Excavation	4.50	1,240	$ 5,580.00	3,453	$ 15,538.50
Cement Treated Base Mixture	5.75	33,616	193,292.00	40,342	231,966.50

Increase	$ 48,633.00
SUBTOTAL from Estimate of January 11, 1984	488,005.48
Subtotal	$ 536,638.48
Engineering	73,199.52
Total	$ 609,838.00

TYPE CODE Y008
CHANNELIZATION (Sta. 1336+70 to Sta. 1368+65)

SUBTOTAL from estimate of July 13, 1982	$ 229,431.71
Engineering	34,414.29
TOTAL	$ 263,846.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 4242A (Sta. 1212+37 to Sta. 1212+97)

SUBTOTAL from estimate of July 13, 1982	$ 189,742.00
Engineering	28,461.00
TOTAL	$ 218,203.00

TYPE CODE SFTY
GUARD RAIL (Sta. 1388+50 to Sta. 1438+50)

TOTAL as on estimate of July 13, 1982	$ 62,854.00

Length of 4 Lane Roadway ------------	1.580 mile
Length of 4 Lane Roadway ------------	.398 mile
Length of Structure -----------------	.011 mile

Cost of 4 Lane Roadway Per Mile -----	$ 930,753.16
Cost of 4 Lane Roadway Per Mile -----	$ 948,304.02

SUMMARY OF FUNDS (88.18%)(90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	RR Funds
4 Lane Rd. Way, Group 1	010	$1,470,590	$1,296,766	$173,824	$ ---
4 Laen Rd. Way,					
Group 2	141	500,000	450,000	50,000	---
Group 1	010	109,838	96,855	12,983	---
Channelization Group 1	010	263,846	232,659	31,187	---
Structure Group 1	010	218,203	192,411	25,792	---
Guard Rail Group 1	010	62,854	27,712	3,715 *	31,427 *
TOTAL		$2,625,331	$2,296,403	$297,501	$31,427

Group 1: 81%; Group 2: 19%
Contract No. 9515
Prefix: 22-1993
Prefix: C09515

* 50% of Total before Pro-Rata

RLC:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-30	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Linn
MODIFICATION NUMBER 4		Project Number F-HES-21-2(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,566,218	$2,576,690
	450,000 (141)	450,000 (141)
Federal funds	$1,794,277 (010)	$1,803,518 (010)
Other revisions		

This modification is made for the following reasons: to include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of October 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 3, 1984

Federal-Aid Project No. F-HES-21-2(12)

Nyland Road-Roaring Creek Section
Santiam Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1175+00 to Sta. 1212+37)(Sta. 1212+07 to Sta. 1259+00)

Total as on estimate of April 26, 1984		$ 1,470,590.00

Type Code I000
4-Lane Roadway (Sta. 1259+00 to Sta. 1280+00)

Total as on estimate of January 11, 1984		$ 561,205.00

Type Code Y008
Channelization (Sta. 1336+70 to Sta. 1368+65)

Subtotal from estimate of July 13, 1982		$ 229,431.71
	Engineering	34,414.29
	Total	$ 263,846.00

Type Code X080
Structure, Bridge No. 4242A (Sta. 1212+37 to Sta. 1212+97)

Subtotal from estimate of July 13, 1982		$ 189,742.00
	Engineering	28,461.00
	Total	$ 218,203.00

Type Code SFTY
Guard Rail (Sta. 1388+50 to Sta. 1438+50)

Total as on estimate of July 13, 1982		$ 62,854.00

Length of 4 Lane Roadway	1.580 mi.
Length of 4 Lane Roadway	.398 mi.
Length of Structure	.011 mi.

Cost of 4 Lane Roadway Per Mile	$ 930,753.16
Cost of 4 Lane Roadway Per Mile	1,410,062.81

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds	RR Funds
4 Lane Rd. Way, Group 1	010	$ 1,470,590	$ 1,296,766	$ 173,824	$ ---
4 Lane Rd. Way,					
Group 2	141	500,000	450,000	50,000	---
Group 1	010	61,205	53,970	7,235	---
Channelization Group 1	010	263,846	232,659	31,187	---
Structure Group 1	010	218,203	192,411	25,792	---
Guard Rail Group 1	010	62,854	27,712	3,715 *	$ 31,427 *
Total		$ 2,576,698	$ 2,253,518	$ 291,753	$31,427

Group 1 81%; Group 2 19%
Contract No. 9515
Prefix: 22-1993
Prefic: 22-1013

*50% of total before Pro-Rata

WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-64	U.S. Department of Transportation Federal Highway Administration	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 3		Project Number F-HES-21-2(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,492,562	$ 2,566,218
	450,000 (141)	450,000 (141)
Federal funds	$ 1,729,327 (010)	$ 1,794,277 (010)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of May, 198[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 26, 1984

FEDERAL AID PROJECT NO. F-HES-21-2(12)

NYLAND ROAD-ROARING CREEK SECTION
SANTIAM HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 1175+00 to Sta. 1212+37)(Sta. 1212+07 to Sta. 1259+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	22.00	331	$ 7,282.00	966	$ 21,252.00
Temporary Striping	0.05	4,000	200.00	92,124	4,606.20
Stripe Removal	0.45	1,000	450.00	16,374	7,368.30
Flagman	20.00	2,500	50,000.00	3,000	60,000.00
Asphalt Cement in Mixture	168.00	1,735	291,480.00	1,813	304,584.00
18" CMP Culvert	11.00	--	--	86	946.00
24" CMP Culvert	36.75	--	--	50	1,837.60
Remove and Dispose Extra AC. (EWO #3)	--	--	All Required		4,058.34
Construct Drainage Ditch (EWO #4)	--	--	All Required		5,111.64
Remove Mat'r from Stockpile (SFO #5)	--	--	All Required		3,700.00
	SUBTOTALS		$349,412.00		$413,464.08

INCREASE	$ 64,052.08
SUBTOTAL OF PREVIOUS ESTIMATE	1,214,725.52
SUBTOTAL	1,278,777.60
ENGINEERING	191,812.40
TOTAL	$1,470,590.00

TYPE CODE 1000
4-LANE ROADWAY (Sta. 1259+00 to Sta. 1280+00)

Total the same as previous estimate of January 11, 1984 $ 561,205.00

TYPE CODE Y008
CHANNELIZATION (Sta. 1336+70 to Sta. 1368+65)

Total the same as previous estimate of July 13, 1982 $ 258,110.00

TYPE CODE X080
STRUCTURE, BR. NO. 4242A (Sta. 1212+37 to Sta. 1212+97)

Total the same as previous estimate of July 13, 1982 $ 213,459.00

TYPE CODE SFTY
GUARDRAIL (Sta. 1388+50 to Sta. 1438+50)

Total the same as previous estimate of July 13, 19822 $ 62,854.00

Length of 4 Lane Roadway ----------------	1.580 mi.
Length of 4 Lane Roadway ----------------	.398 mi.
Length of Structure ---------------------	.011 mi.
Cost of 4 Lane Roadway Per Mile --------	$ 930,753.16
Cost of 4 Lane Roadway Per Mile --------	1,410,062.81

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	RR FUNDS
4 Lane Rd. Way, Group 1	010	$1,470,590	$1,296,766	$173,824	$ --
4 Lane Rd. Way,					
Group 2	141	500,000	450,000	50,000	--
Group 1	010	61,205	53,970	7,235	--
Channelization Group 1	010	258,110	227,601	30,509	--
Structure Group 1	010	213,459	188,228	25,231	--
Guardrail Group 1	010	62,854	27,712	3,715	31,427 *
TOTAL		$2,566,218	$2,244,277	$290,514	$31,427

Group 1: 81%; Group 2: 19%
Contract No. 9515
Prefix: 22-1993
Prefix: 22-1013

* 50% of Total before Pro-Rata.

RHZ:pf

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 1-281		County LINN
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-HES-21-2(12)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 28 , 19 82 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,460,386	$ 2,492,562
	450,000 (141)	450,000 (141)
Federal funds	$ 1,700,954 (010)	$ 1,729,327 (010)
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of January , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 11, 1984

FEDERAL AID PROJECT NO. F-HES-21-2(12)

NYLAND ROAD-ROARING CREEK SECTION
SANTIAM HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 1175+00 to Sta. 1212+37)(Sta. 1212+97 to Sta. 1259+00)

Subtotal of previous estimate of November 9, 1983		$1,214,725.52
	SUBTOTAL	$1,214,725.52
	Engineering	182,208.48
	TOTAL	$1,396,934.00

TYPE CODE I000
4-LANE ROADWAY (Sta. 1259+00 to Sta. 1280+00)

Subtotal of previous estimate of July 13, 1982		$ 488,005.48
	SUBTOTAL	$ 488,005.48
	Engineering	73,199.52
	TOTAL	$ 561,205.00

TYPE CODE Y008
CHANNELIZATION (Sta. 1336+70 to Sta. 1368+65)

Total the same as previous estimate of July 13, 1982	$ 258,110.00

TYPE CODE X080
STRUCTURE, BR. NO. 4242A (Sta. 1212+37 to Sta. 1212+97)

Total the same as previous estimate of July 13, 1982	$ 213,459.00

TYPE CODE SFTY
GUARDRAIL (Sta. 1388+50 to Sta. 1438+50)

Total the same as previous estimate of July 13, 1982	$ 62,854.00

Length of 4 Lane Roadway -------------- 1.580 mi.
Length of 4 Lane Roadway -------------- .398 mi.
Length of Structure ------------------- .011 mi.

Cost of 4 Lane Roadway Per Mile ------ $ 884,135.44
Cost of 4 Lane Roadway Per Mile ------ $1,410,062.81

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	RR FUNDS
4 Lane Rd. Way Group 1	010	$1,396,934	$1,231,816	$165,118	----
4 Lane Rd. Way					
Group 2	141	500,000	450,000	50,000	----
Group 1	010	61,205	53,970	7,235	----
Channelization Group 1	010	258,110	227,601	30,509	----
Structure Group 1	010	213,459	188,228	25,231	----
Guardrail Group 1	010	62,854	27,712	3,715	$31,427 *
TOTAL		$2,492,562	$2,179,327	$281,808	$31,427

Group 1: 81%; Group 2: 19%
Contract No. 9515
Prefix: 22-1993
Prefix: 22-1013

* 50% of Total before Pro-Rata.

RHZ:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-1-C		County Linn
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-HES-21-2(12)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 1982.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,206,319	$ 2,460,386
	450,000 (141)	450,000 (141)
Federal funds	$1,476,918 (010)	$ 1,700,954 (010)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of [illegible], 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Project Unit Engineer
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon November 9, 1983

Federal-Aid Project No. F-HES-21-2(12)

Nyland Road-Roaring Creek Section
Santiam Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 1175+00 to Sta. 1212+37)(Sta. 1212+97 to Sta. 1259+00)

Subtotal of previous estimate of July 13, 1982				$ 998,124.45

Previous Estimate

Cement Treated Base	21,384	Ton	5.75	$ 122,958.00

Revised Estimate

Cement Treated Base	42,916	Ton	5.75	$ 246,767.00
Comm. CL "B" Mix in Detour (P.A. #1)	1,159	Ton	18.60	21,557.40
Extra General Excavation (P.A. #4)		All Required		7,206.00
3"-0" Granualr Material (P.A. #4)	1,960	Cu. Yd.	6.50	12,740.00
6" PVC Pipe (P.A. #5)	77	Lin. Ft.	16.00	1,232.00
Labor, Fd'n. Fill (P.A. #5)	108	Ton	12.20	1,317.60
10"-0" Granular (P.A. #6)	2,503	Cu. Yd.	5.00	12,515.00
Extra for Joining 72" Pipe (P.A. #8)		All Required		859.82
CMP, Fence, Clear & Grub, Salv Pipe (P.A. #9)		All Required		5,750.00
Subexcavate Subgrade (P.A. #11)	2,500	Cu. Yd.	5.50	13,750.00
1"-0" Granular Backfill (P.A. #11)	2,417	Cu. Yd.	5.25	12,689.25
Install Fence (P.A. #13)	275	Lin. Ft.	5.00	1,375.00
Road Maintenance (E.W.O. #1)		All Required		1,800.00
				$ 339,559.07
			Increase	$ 216,601.07
			Subtotal	1,214,725.52
			Engineering	162,204.48
			Total	$ 1,376,957.00

Type Code I000
Roadway (Sta. 1259+00 to Sta. 1280+00)

Total the same as previous estimate of July 13, 1982	$ 549,006.00

Type Code Y008
Channelization (Sta. 1336+70 to Sta. 1368+65)

Total the same as previous estimate of July 13, 1982	$ 258,110.00

Type Code X080
Structure, Br. No. 4242A (Sta. 1212+37 to STa. 1212+97)

Total the same as previous estimate of July 13, 1982	$ 213,459.00

Type Code SFTY
Guardrail (Sta. 1388+50 to Sta. 1438+50)

Total the same as previous estimate of July 13, 1982	$ 62,854.00

Length of 4 Lane Roadway	1.580 mi.
Length of 4 Lane Roadway	.398 mi.
Length of Structure	.011 mi.
	1.989 mi.

Cost of 4 Lane Roadway	$ 871,491.77
Cost of 4 Lane Roadway	1,379,412.06

SUMMARY OF FUNDS

Description	Code	Total Cost	Federal Funds	State Funds	RR Funds
4 Lane Roadway Group 1	010	$ 1,376,957.00	$ 1,214,200.00	$ 162,757.00	$ ---
4 Lane Roadway Group 2	141	500,000.00	450,000.00	50,000.00	---
Group 1	010	49,006.00	43,213.00	5,793.00	---
Channelization Group 1	010	258,110.00	227,601.00	30,509.00	---
Structure Group 1	010	213,459.00	188,228.00	25,231.00	---
Guardrail Group 1	010	62,854.00	27,712.00	3,715.00	31,427*
Total		$ 2,460,386.00	$ 2,150,954.00	$ 278,005.00	$ 31,427*

Group 1 81%; Group 2 19%
Contract No. 9515
Prefix: 22-1993
Prefix: 22-1013
*50% of Total before Pro-Rata.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-83-137	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Linn Project F-RES-21-2(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nylund Road - Roaring Creek

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-8-82	1.989
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS 88.13%: 90%
$ 2,206,319.00	$ 1,926,918.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

By XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 13, 1982

Federal Aid Project
No. F-HES-21-2(12)

Nyland Road - Roaring Creek Section
Santiam Highway
Linn County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 1175 + 00 to Sta. 1212 + 37)(Sta. 1212 + 97 to Sta. 1259 + 00)

Furnishing Field Laboratory	1 Each		$ 2,800.00
Mobilization	53%	All Required	21,929.55
Temporary Protection and Direction of Traffic	53%	All Required	12,580.08
Temporary Signs	95 Sq.Ft.	22.00	2,090.00
Temporary Barricades	20 Each	45.00	900.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	300 Lin.Ft.	5.00	1,500.00
Temporary Bridge Rail	63 Lin.Ft.	24.50	1,543.50
Temporary Plastic Safety Markers	53 Each	38.00	2,014.00
Temporary Delineators	42 Each	15.00	630.00
Sequential Arrow Signs	1 Each	2,200.00	2,200.00
Temporary Striping	2,440 Lin.Ft.	0.05	122.00
Stripe Removal	250 Lin.Ft.	0.45	112.50
Flagmen	1,000 Hour	20.00	20,000.00
Clearing and Grubbing	61%	All Required	19,096.36
Removal of Structures and Obstructions	45%	All Required	8,253.00
Ditch Excavation	990 Cu.Yd.	4.50	4,455.00
General Excavation	16,772 Cu.Yd.	2.50	41,930.00
Toe Trench Excavation	42 Cu.Yd.	7.00	294.00
Trench Excavation	548 Cu.Yd.	6.45	3,534.60
Finishing Roadbed and Slopes	61%	All Required	24,141.36
Watering	275 M-Gal.	15.00	4,125.00
Aggregate Shoulders	3,200 Ton	4.50	14,400.00
Cement Treated Base Mixture	35,500 Ton	5.75	204,125.00
Portland Cement in CTB Mixture	1,950 Ton	72.20	140,790.00
Asphalt in Seal	65 Ton	210.00	13,650.00
Class "B" Asphalt Concrete Mixture	16,500 Ton	10.00	165,000.00
Class "C" Asphalt Concrete Mixture in Leveling	1,890 Ton	11.00	20,790.00
Asphalt Cement in Mixture	1,103 Ton	168.00	185,304.00
Membrane Waterproofing	541 Sq. Yd.	5.00	2,705.00
Asphalt in Tack Coat	10 Ton	210.00	2,100.00

Concrete in Box Culvert Extensions	100 %	All Required	$ 17,870.00
Reinforcement in Box Culvert Extensions	100 %	All Required	6,127.00
12-inch Culvert Pipe	574 Lin. Ft.	8.00	4,592.00
18-inch Culvert Pipe	104 Lin. Ft.	15.00	1,560.00
24-inch Culvert Pipe	40 Lin. Ft.	41.75	1,670.00
72-inch Culvert Pipe	78 Lin. Ft.	65.75	5,128.50
Guard Rail, Type 2A	300 Lin. Ft.	8.25	2,475.00
Guard Rail, Type 3	100 Lin. Ft.	17.75	1,775.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	85.00	340.00
Extra for Asphalt Approaches	23 Each	140.00	3,220.00
Paved Culvert End Slopes	124 Sq. Ft.	10.00	1,240.00
Loose Riprap, Class 100	90 Cu. Yd.	35.40	3,186.00
Delineators, Type 2	45 Each	17.00	765.00
Delineators, Type 3	18 Each	24.00	432.00
Delineators, Type 4	8 Each	8.25	66.00
Removal of Existing Sign Installations	44 %	All Required	385.00
Type "C" and "D" Signs in Place	45 Sq. Ft.	8.50	382.50
Type "EE and "EEE" Signs in Place	35 Sq. Ft.	13.50	472.50
Type "U" Signs in Place	7 Sq. Ft.	18.50	129.50
Move, Modify and Reinstall Existing Signs	34 %	All Required	637.50
Roadside Seeding and Mulching	6 Acre	465.00	2,790.00
			$ 979,558.45

Anticipated Items

Permanent Pavement Striping	54 %	All Required	$ 2,646.00
Temporary Erosion Control	54 %	All Required	1,080.00
Asphalt Cement Adjustment	54 %	All Required	14,040.00
On-the-Job Trainees (1-1,000 @ $0.80)		All Required	800.00
			$ 18,566.00
		SUBTOTAL	$ 998,124.45
		Engineering	124,765.55
		TOTAL	$1,122,890.00

Type Code 1000
4-Lane Roadway (Sta. 1259 + 00 to Sta. 1280 + 00)

Mobilization	32%	All Required	$ 13,240.48
Temporary Protection and Direction of Traffic	21%	All Required	3,150.00
Temporary Signs	130 Sq.Ft.	22.00	2,860.00
Temporary Barricades	13 Each	45.00	585.00
Temporary Plastic Safety Markers	20 Each	38.00	160.00
Temporary Delineators	14 Each	15.00	210.00
Sequential Arrow Signs	1 Each	2,200.00	2,200.00
Temporary Striping	615 Lin.Ft.	0.05	30.75
Stripe Removal	250 Lin.Ft.	0.45	112.50
Flagmen	700 Hour	20.00	14,000.00
Clearing and Grubbing	16%	All Required	5,008.88
Removal of Structures and Obstructions	11%	All Required	2,017.40
Ditch Excavation	250 Cu.Yd.	4.50	1,125.00
General Excavation	41,549 Cu.Yd.	2.50	103,872.50
Trench Excavation	272 Cu.Yd.	6.45	1,754.40
Finishing Roadbed and Slopes	16%	All Required	6,332.16
Watering	100 M-Gal.	15.00	1,500.00
Aggregate Shoulders	4,700 Ton	4.50	21,150.00
Cemete Treated Base Mixture	14,500 Ton	5.75	83,375.00
Portland Cementin CTB Mixture	800 Ton	72.20	57,760.00
Asphalt in Seal	30 Ton	210.00	6,300.00
Class "B" Asphalt Concrete Mixture	6,000 Ton	10.00	60,000.00
Asphalt Cement in Mixture	360 Ton	168.00	60,480.00
Asphalt in Tack Coat	3 Ton	210.00	630.00
12-inch Culvert Pipe	240 Lin.Ft.	8.00	1,920.00
18-inch Culvert Pipe	134 Lin.Ft.	15.00	2,010.00
24-inch Culvert Pipe	37 Lin.Ft.	41.75	1,544.75
54-inch Culvert Pipe	95 Lin.Ft.	47.80	4,541.00
6-inch Drain Pipe	210 Lin.Ft.	5.30	1,113.00
Filter Fabric	170 Sq.Yd.	1.00	170.00
Gravel in Drains	25 Cu.Yd.	13.00	325.00
Guard Rail, Type 1	38 Lin.Ft.	7.95	302.10
Guard Rail, Type 2A	475 Lin.Ft.	8.25	3,918.75
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type B	2 Each	66.00	132.00
Rail End Pieces, Type C	6 Each	85.00	510.00
Extra for Asphalt Approaches	12 Each	140.00	1,680.00
Paved Culvert End Slopes	252 Sq. Ft.	10.00	2,520.00
Delineators, Type 2	15 Each	17.00	255.00
Delineators, Type 3	12 Each	24.00	288.00
Delineators, Type 4	8 Each	8.25	66.00

Removal of Existing Sign Installations	22%	All Required	192.50
Wood Sign Posts	100%	All Required	1,000.00
Type "C" and "D" Signs in Place	75 Sq.Ft.	8.50	637.50
Type "U" Signs in Place	3 Sq.Ft.	18.50	55.50
Move, Modify and Reinstall Existing Signs	33%	All Required	618.75
Roadside Seeding and Mulching	4 Acre	465.00	1,860.00
			$ 477,148.48

Anticipated Items

Permanent Pavement Striping	33%	All Required	1,617.00
Temporary Erosion Control	33%	All Required	660.00
Asphalt Cement Adjustment	33%	All Required	8,580.00
			$ 10,857.00
		SUBTOTAL	$ 488,005.48
		Engineering	61,000.52
		TOTAL	$ 549,006.00

Type Code Y008
Channelization (Sta. 1336 + 70 to Sta. 1368 + 65)

Mobilization	12%	All Required	$ 4,965.18
Temporary Protection and Direction of Traffic	19%	All Required	4,509.84
Temporary Signs	80 Sq.Ft.	22.00	1,760.00
Temporary Barricades	8 Each	45.00	360.00
Temporary Plastic Safety Markers	18 Each	38.00	684.00
Temporary Stripings	945 Lin. Ft.	0.05	47.25
Stripe Removal	500 Lin. Ft.	0.45	225.00
Flagmen	500 Hour	20.00	10,000.00
Clearing and Grubbing	23%	All Required	7,200.26
Removal of Structures and Obstructions	17%	All Required	3,117.80
General Excavation	4,902 Cu.Yd.	2.50	12,255.00
Trench Excavation	177 Cu.Yd.	6.45	1,141.65
Finishing Roadbed and Slopes	23%	All Required	9,102.48
Watering	75 M-Gal.	15.00	1,125.00
Aggregate Shoulders	2,500 Ton	4.50	11,250.00
Cement Treated Base Mixture	5,000 Ton	5.75	28,750.00
Portland Cement in CTB Mixture	275 Ton	72.20	19,855.00
Asphalt in Seal	15 Ton	210.00	3,150.00
Class "B" Asphalt Concrete Mixture	4,000 Ton	10.00	40,000.00
Class "C" Asphalt Concrete Mixture in Leveling	510 Ton	11.00	5,610.00
Asphalt Cement in Mixture	272 Ton	168.00	45,696.00
Asphalt in Tack Coat	6 Ton	210.00	1,260.00
12-inch Culvert Pipe	444 Lin.Ft.	8.00	3,552.00
18-inch Culvert Pipe	204 Lin.Ft.	15.00	3,060.00
24-inch Culvert Pipe	28 Lin.Ft.	41.75	1,169.00
Extra For Asphalt Approaches	13 Each	140.00	1,820.00
Paved Culvert End Slopes	76 Sq.Ft.	10.00	760.00
Delineators, Type 2	20 Each	17.00	340.00

Delineators, Type 3	12 Each	24.00	288.00
Removal of Exist Sign Installation	34%	All Required	297.50
Type "C" and "D" Signs in Place	30 Sq.Ft.	8.50	255.00
Move, Modify and Reinstall Existing Signs	33%	All Required	618.75
Roadway Seeding and Mulching	2 Acre	465.00	930.00
			$ 225,154.71

Anticipated Items

Permanent Pavement Striping	13%	All Required	$ 637.00
Temporary Erosion Control	13%	All Required	260.00
Asphalt Cement Adjustment	13%	All Required	3,380.00
			$ 4,277.00
		SUBTOTAL	$ 229,431.71
		Engineering	28,678.29
		TOTAL	$ 258,110.00

Type Code X080

Structure, Bridge No. 4242A (Sta. 1212 + 37 to Sta. 1212 + 97)

Bridge Removal Work		All Required	$ 3,663.00
Structure Excavation	220 Cu.Yd.	6.77	1,489.40
Furnish Pile Driving Equipment		All Required	13,827.00
Furnish HP 10X42 Steel Piling	1,520 Lin.Ft.	15.29	23,240.80
Drive Steel Piles	1,140 Lin.Ft.	1.00	1,140.00
Structural Concrete Class 3300 (185 Cu.Yd. at $245.00)		All Required	29,051.00
4' x 60'/65' Prestressed Slabs	20 Each	4,277.00	85,540.00
Reinforcement (11,300 lbs. at $0.50)		All Required	5,918.00
Reinforced Concrete Bridge End Panels	445 Sq.Yd.	44.00	19,580.00
Metal Rail with Tubing	138 Lin.Ft.	45.60	6,292.80
		SUBTOTAL	$ 189,742.00
		Engineering	23,717.00
		TOTAL	$ 213,459.00

Type Code SFTY

Guardrail (Sta. 1388 + 50 to Sta. 1438 + 50)

Mobilization	3%	All Required	$ 1,241.29
Temporary Protection and Directon of Traffic	7%	All Required	1,661.52
Temporary Signs	26 Sq.Ft.	22.00	572.00
Flagmen	300 Hour	20.00	6,000.00
Removal of Structures and Obstructions	27%	All Required	4,951.80
Guard Rail, Type 2A	4,900 Lin.Ft.	8.25	40,425.00
Guard Rail, Anchors Type 1	2 Each	300.00	600.00
Rail End Pieces, Type C	2 Each	85.00	170.00
Delineators, Type 4	30 Each	8.25	247.50
		SUBTOTAL	$ 55,869.11
		Engineering	6,984.89
		TOTAL	$ 62,854.00

Length of 4 Lane Roadway - - - - - - - - 1.580 mi.
Length of 4 Lane Roadway - - - - - - - - .398 mi.
Length of Structure- - - - - - - - - - - .011 mi.
1.989 mi.

Cost of 4 Lane Roadway Per Mile- - - - - - - - - - - $ 710,689.87
Cost of 4 Lane Roadway Per Mile- - - - - - - - - - - 1,379,412.06

SUMMARY OF FUNDS (88.18%)(90%)

Description	Code	Total Cost	Fed.Funds	State Funds	RR Funds
4 Lane Roadway					
Group 1	010	$ 1,122,890	$ 990,164	$ 132,726	
4 Lane Roadway					
Group 2	141	500,000	450,000	50,000	
Group 1	010	49,006	43,213	5,793	
Channelization					
Group 1	010	258,110	227,601	30,509	
Structure					
Group 1	010	213,459	188,228	25,231	
Guardrail					
Group 1	010	62,854	27,712	3,715	31,427*
TOTAL		$ 2,206,319	$1,926,918	$ 247,974	$ 31,427*

Group 1 81%; Group 2 19%; Group 8 0.00%
Contract No. 9515
Prefix: 22-1993
Prefix: 22-1013

*50% of Total before Pro-Rata.

NYLUND ROAD - ROARING CREEK SECTION
NONPARTICIPATING - STATE WORK

State Responsibility for Damages		All Required	$	2,000.00
Furnish and Installing Mailbox Posts	23 Each	75.00		1,725.00

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 4/23/86	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-HES-21-2(12)
COMPLETION DATE (Actual) 12/14/83	ACCEPTANCE DATE BY CONRTACT AGENCY December 3, 1985	TIME ELAPSED 100 %	CONTRACT TIME 450 CD 20.5 CD Extension

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STAT. HWY ENGR
APR 28 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	J/R	Sign	Act	File

NYLUND ROAD - ROARING CREEK
SANTIAM HIGHWAY
Grading, Paving & Structure

This project provided for widening a 2 mile section of a 2-lane highway to a 5-lane highway, constructing a left-turn lane from the Dew Road intersection thru the Harmony Road intersection and replacing 4900 feet of deteriorated guardrail.

The contract work was awarded to Morse Bros. Inc., on July 8, 1982. Work started July 13, 1982 and was completed November 14, 1983. A final inspection was made January 18, 1984. Several minor items were found that required completion or correction. A loss of fine material from the AC in the wheel paths was also noted. Following that inspection, additional testing of the AC pavement and a review of the project records was conducted without conclusive results. At a follow-up review in September of 1984, it was determined desirable to apply an emulsified asphalt chip seal to halt the raveling and loss of fines that was occurring. The seal was applied August 1985.

The final project cost overran the original estimate by approximately 7%. Overruns occurred in temporary signs, temporary striping, stripe removal, CTB, and aggregate shoulders. The addition of the chip-seal also contributed to the overrun.

A second final inspection of the completed chip-seal was made on October 8, 1985.

- WHK -

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE	
TITLE Area Engineer	DATE 4/24/86	TITLE Field Operations Engineer	DATE 4/25/8

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208 - 3621

RECEIVED
JAN 27 1986
RR & UTILITY UNIT

JAN 24 1986

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

In reply refer to: EVLS
Tract Nos. OC-M-248, -248A,
-248B, MA-248A
Oregon City-Marcola No. 1
(operated as Marion-Lane
No. 1) John Day-Marcola
No. 1 (operated as Marion-
Alvey No. 1)

Your reference:
Nylund Road-Roaring Creek
Section
Santiam Highway
Linn County, Oregon

Mr. Jack Cartwright
Highway Division
Department of Transportation
5 Transportation Building
Salem, OR 97310

Dear Mr. Cartwright:

Enclosed for your records is the fully executed and recorded original and one copy of the Agreement covering the above-referenced crossing over the rights-of-way for Bonneville Power Administration's Oregon City-Marcola No. 1 and John Day-Marcola No. 1 transmission lines. The Agreement was recorded December 30, 1985, in Volume 400, Page 833, Deed Records of Linn County, Oregon.

Would you please advise me if other utilities were relocated due to this highway project. Please refer to my letter dated November 27, 1985, requesting similar information. Drawings indicating the location of the relocated utilities would be very helpful to us, if you can provide them.

Thank you for whatever information you can provide.

Sincerely,

Vivian E. Dunkle

Vivian E. Dunkle
Acting Chief, Land Management Unit

Enclosure

xc: W/orig to Gen Files 6-30-86

7515

N

Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208 - 3621

DEC 19 1985

In reply refer to: EVLS
Tract Nos. OC-M-248, -248A,
-248B, MA-248A
Oregon City-Marcola No. 1
(operated as Marion-Lane No. 1)
John Day-Marcola No. 1 (operated
as Marion-Alvey No. 1)

Bonneville Power Admin
[illegible]
Nylund Rd-Roaring Cr
[illegible]
Linn County

MISC. CONTRACTS and
AGREEMENTS No.______

Your reference:
Nylund Road-Roaring Creek Section
Santiam Highway
Linn County, Oregon

Mr. Jack Cartwright
Highway Division
Department of Transportation
5 Transportation Building
Salem, OR 97310

1-8-86
noted in agree book
jw

Dear Mr. Cartwright:

Enclosed is a copy of the executed Agreement covering the construction of the Nylund Road-Roaring Creek Section of Santiam Highway which crosses Bonneville Power Administration's Oregon City-Marcola No. 1 and John Day-Marcola No. 1 transmission lines.

Two copies of the recorded and executed Agreement will be sent to you once it is recorded.

Sincerely,

Vivian E. Dunkle
Vivian E. Dunkle
Acting Chief, Land Management Unit

Enclosure

1 xc with orig to Gen Files

xc: Jerry Miller 12-26-85
John Gunter

RECEIVED
DEC 24 1985
RR & UTILITY UNIT

December 19, 1985 CON 5
#9515

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9515 awarded to Morse Bros., Inc. for work on the Nylund Road-Roaring Creek Section of the Santiam Highway in Linn County was completed on December 7, 1984, and accepted by the State Highway Division on December 2, 1985.

Final payment in the amount of $4,533.52 will be released to the contractor after December 24, 1985. The total contract amount is $2,204,980.14, including $28,103.28 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, some of which have been paid.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
V. E. Skogg, Attn: Frank Griffin
Bill Anhorn

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: October 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-HES-21-2(12)

Contract 9515, Work Completed November 14, 1983

Project Nylund Rd.-Roaring Cr.

Highway Santiam

County Linn

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 8, 1985

B. K.
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR
Info Invest R/D D.R Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredricksen
CONSTRUCTION ENGINEER

DATE: July 9, 1985

FROM: Kenneth E. Husby
REGION II CONSTRUCTION ENGINEER

ORIGINAL SIGNED BY
KENNETH E. HUSBY

SUBJECT: Nylund Road - Roaring Creek
Contract 9515
Asphalt Stripping

RECEIVED
JUL 11 1985
ROAD DESIGN
SECTION

1 RDE
FDE
LE
2 RE 4
FPC
PDE
LFE
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FDS
CAD
Copy to
Return To
B/U / /

The purpose of this memo is to discuss the cause of, responsibility for, and measures to correct asphalt stripping on the subject project.

This project has excessive ravelling and loss of fines in the wheel tracks of each travel lane. Several studies, including a joint 1983-1985 OSU/ODOT/FHWA effort, have been conducted to determine why the material stripped. Jack Martin, the Project Manager, also discussed the problem in his March 19, 1985, AC Pavement Report.

Here are a few facts as I see them:

1) The joint OSU/ODOT/FHWA Study, Phase I (3-83) and Phase II (2-85), generally attribute stripping, or ravelling, to poor aggregate - asphalt interactions (bonding) plus the use of an aggregate of low durability.

2) At my request, Al Vohland, in his memo of June 5, 1985, analyzed the wearing surface mixture test results from the contract:

> "The Chevron AR4000W asphalt cement penetration was 67+. Inasmuch as the gradation was on the fine side, asphalt cement content on the high side, moisture and compaction above normal, I concluded the mixture did not contribute to the problem. In fact it should have produced a dense appearing surface."

3) Jack Martin's March 19, 1985, report discussed the extensive porosity tests conducted throughout the project, as well as surface erosion (stripping). He found no correlation between surface appearance and porosity. Also, he

Contains Recycled Materials

> found no clear correlation between statistical test results on gradation, asphalt cement content and compaction of an area and the porosity (permeabililty) of that area.
>
> Martin's report suggests that the segregated areas (amounting to about 4 percent of pavement area) on the longitudinal joints were attributable to the contractor operations, but that "vesting the contractor with the total liability for visual evidence of segregation ignores the contribution made by the stripping problem."
>
> Martin's report further says, "We don't know why this pavement, which looked so good at lay-down, has lost surface fines despite the use of anti-stripping additive." Thus, Martin does not conclude whether or not stripping is the responsibility of the contractor operations.

On June 3, 1985, Bill Kappus, FHWA Area Representative; Alva Vohland, Project Manager; Bob Thompson, Region II Assurance Specialist, and I met to discuss the stripping problem. Based on our review of the above documents, and our individual contacts with former Region personnel and management, we unanimously agreed that the mixture as produced and constructed by the contractor was not the cause of the stripping problem. Thus, we recommend the contractor not be held financially liable for corrective action.

We also recommend that a sand seal be placed immediately over the entire project to protect and extend the life of the existing asphalt.

cc: FHWA
Ted Litchfield
Jerry Wimer
Alva Vohland

STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
JUN 13 1985
SPECIFICATIONS UNIT

22-1013

TO: Memo to files

DATE: June 5, 1985

REGION
RECEIVED
JUN 7 1985
RLO RE RCE RMC RM
RTS RLS F
RUS RG

Rfer to me
KEH

FROM: Alva D. Vohland
Alva D. Vohland
Project Manager, Corvallis

SUBJECT: Nylund Road-Roaring Creek
Contract 9515
Asphalt penalty status & asphalt stripping status

A meeting was conducted in Ken Husby's office 6/3/85 to determine the status of the project and necessary documents to final this project with the FHWA and our Final Estimates Unit.

Those in attendance were: Ken Husby, Region 2 Const. Engr., Alva Vohland, Project Manager, Bob Thompson, Region 2 Assurance Specialist, and William H. Kappus, FHWA Area Representative.

There are two outstanding issues which we discussed and reached tentative agreements:

1. The Class "B" Asphalt Mixture statistical bonus/penalty calculations. These were calculated by Jack Martin's office and reviewed and corrections made by M. D. Glenn. We concurred with M. D. Glenn's office regarding total penalty of $38,075.81.

A Price Agreement will be initiated and offered to the contractor to settle this issue.

2. The project had excessive ravelling and loss of fines in the wheel tracks of each travel lane. Several studies were conducted to determine why the material stripped and whether the contractor was responsible.

We made an analysis of the wearing surface mixture test results. The test results indicated the gradation failed on the high side of the passing percentages, which indicated to us there should have been more than sufficient fines in the mixture. The asphalt cement content was always above target value and had failures above upper limit with 7 percent being the highest. Moisture content in mixture was always below 0.5 % and compaction results were above normal.

Therefore we concluded the mixture as produced and constructed by the contractor was not the source of the stripping problem.

We decided to request from the Contractor, on a Price Agreement basis, cost to place a sand seal over the entire project to protect and extend the life of the existing asphalt. We obtained tentative approval for federal participation for this work.

CC: W. H. Kappus
C. O. Fredrickson
W. G. Anhorn
file

REGION 2 OFFICE
RECEIVED
JUN 06 1985
RLO... OS... RE... RCE RME... RCM... RTS... RLS... RPC... RFS... RUS... RG... RSR...

STATE OF OREGON INTEROFFICE MEMO

22-1013

TO: Ken Husby
Region 2 Const. Engr., Salem

DATE: May 31, 1985

REGION 2 OFFICE
RECEIVED
JUN 03 1985
RLO... IOS... RE RCE RME RCM... RTS... RLS... RPC... RFS... RUS... RG... RSR...

FROM: Alva D. Vohland
Alva D. Vohland
Project Manager, Corvallis

SUBJECT: Nylund Road-Roaring Creek
Contract 9515
Asphalt Concrete Stripping

I have reviewed the project records relating to the statistical computations, Plant Reports & bonus/penalty calculations to determine if the mixture produced contributed to the stripping problem. There were 30 mixture samples tested on the wearing surface of which I analyzed and made the following conclusions.

1. The asphalt cement content failed 10 times in the range above 6.5 to 7.0. Only five were below target value.

2. The gradation normally failed on the fine side or too much passing.

3. The moisture within mixture, never exceeded 0.5 percent.

4. There were 29 failing compaction tests.(151 tests taken).

5. The Chevron AR4000W asphalt cement penetration was 67+. Inasmuch as the gradation was on the fine side, asphalt cement content on the high side, moisture and compaction above normal. I concluded the mixture did not contribute to the problem. In fact it should have produced a dense appearing surface.

✓ Jerry Wimer
If you concur, Al to prepare PA for Morse Bros to place $40,000 ± seal. Feds to tent. participate, per Kappus 6-3-85.
KEHusby
6-3-85
(Penalties of $38.075.81 will help. fund seal)

cc: John Grassman
Loyd Gatliff

cc Ken Husby wo/attach — you don't leave much room for response. I can agree only if you after review with TWS & myself, write a finding overriding what Jack Martin in his 3-1985 report describes as contractor responsibil.
JJ Wimer

RECEIVED
JUN 05 1985
CONSTRUCTION SECTION
E... CAE... OE... OM... D... A... CAM... EEO...
LS... TC... SA... CC... FE... CP... POC... QCS... FILE...

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Husby
Region Construction Engineer

DATE: March 19, 1985

FROM: J. M. Martin

REGION 2 OFFICE
RECEIVED
MAR 3[illegible] 1985
RLO ..... ROS .....
[✓ RE] [✓ RCE] KEH [✓ RME] ..... ROM .....
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR ....

SUBJECT: Submission of AC Pavement Report
Nylund Road-Roaring Creek
Contract No. 9515

Attached is the subject report for the subject project. It's delay was intentional.

I believed a reasonable passage of time, through several seasons of the year, to be elemental to my arriving at a logical opinion. As with the results of the various tests made on subject pavement the impressions, perceptions and facts do not always coincide so as to positively support a single conclusion. I suspect that others possessing far more knowledge of AC pavement will understand my self-doubt.

No distribution of the report was made, except a copy was sent to Project Manager Al Vohland for his information.

STATE OF OREGON

INTEROFFICE MEMO

DATE: March 19, 1985

TO: Ken Husby
Region Construction Engineer

Martin

FROM: J. M. Martin
Project Manager

SUBJECT: AC Pavement Report
Nylund Road-Roaring Creek
Contract No. 9515

During the semi-final inspection, which was held January 18, 1984, the dry, cindery appearance of the Class "B" AC pavement during rains gave rise to speculation as to the extent of the porosity and its cause.

The Project Manager was directed to conduct a study consisting of air and water permeability tests, core extractions and other tests that might determine cause, responsibility and corrective measures.

Tests for Permeability

OSHD does not have guidelines for such field tests but the State of Washington has a guideline for the air test. Region 5 had guidelines for water tests performed many years ago but could not locate them.

This office established a water-loss rate that was comparable to the air test. The water-test procedure was discussed with Jim Wilson and Glenn Boyle and received their cautious approval.

The test sites were chosen on the basis of the gradation, asphalt content and compaction test results of each of four areas. The areas ranged from those with mostly passing tests to those with mostly failing tests.

The tests were necessarily performed on pavement that was surface dry and over a substratum reasonably believed to be free of moisture. This requirement forced a delay and subsequent interruptions to the testing until favorable weather assured a satisfactory test site.

There were 152 air tests and 92 water tests in all. The tests for each area were taken along a line running transversely across the highway, the 38 air tests for each station beginning 2 feet inside the right shoulder at 2 foot intervals and terminating 2 feet inside the left shoulder. The 23 water tests per station were taken at 3 foot intervals starting and ending 2 feet outside the fog lines.

There appeared to be good correlation between the air and water test results. This is not surprising, although of the two tests the air is considered the more scientific, it being a time and pressure-controlled test and the water a gravity test which might allow retension of water in the more minute voids of the material.

With respect to the air test Washington State considers air-loss in the wearing course that exceeds 120 ml per minute to be unacceptable. On Nylund Road project the areas of unacceptable air-loss were on or near the longitudinal joints between panels. All other tested areas were within acceptable limits of permeability, although some areas tested higher than others.

The surface appearance of the pavement to be tested was often not indicative of the test results. Some of the wheel tracks that were most worn and open-graded, usually in the outside lanes, proved to be less porous, while the median, appearing well-graded and not exposed to heavy traffic, had some of the highest losses. Also, there was not a clear correlation between the statistical test results on gradation, asphalt content and compaction of an area and the permeability test of that area. In conclusion, except for areas near panel joints, the pavement seems to be within acceptable limits of permeability.

Results of Core Tests

Two of the permeability test stations were selected for core extractions. One station was in the area of predominately failing statististical tests and the other in an area of mostly passing tests. Ten tests across the highway were taken at each station, for a total of twenty core extractions.

Each extraction was made as close to the site of the permeability test as possible. The cores were delivered to the Materials Laboratory for analysis to determine in-place gravity, T-209 gravity, percent relative compaction and percent of void content.

Except for two cores all samples passed the test requirements. The passing cores included four that were taken near panel joints. Thus the core analysis, which it was hoped would fix cause and responsibility, was as inconclusive as the results of the permeability tests.

Summary of Statistical Testing Results

There were approximately 26,000 tons, represented by seventeen lots, of Class "B" AC placed. Three lots earned bonuses totaling $1,632.75. Penalties totaling $43,726.44 were computed on nine lots, for a net proposed price adjustment of $42,093.69. This proposed amount is currently being reviewed by the Construction Section.

Currently, $33,560.68 is being withheld from the contractor's progress payments. This amount is based on a reduction computed at 15% of the total P values exceeding 15. This manner of computation derived from the Project Manager's interpretation of option (3), page 48 of the Special Provisions, to wit:

> If the total P value is greater than 15, the engineer may:
>
> (3) At the contractor's written request, allow the material to remain in place with an appropriate price adjustment that may range from a 15% reduction to no payment.

Overuse of the term 'may' in the above passages imply wider latitude of choice than was probably intended. The Project Manager believed a reduction based on 15% of the total P values exceeding 15 was appropriate because of the three lots with P values exceeding 15 two are in base courses in transition areas that are overlaid with extra-depth wearing courses. The third lot has P values that total just slightly over the 15 limitation.

The Construction Section has not made a final determination on the matter.

Inspection for Evidence of Surface Erosion

Throughout the summer of 1984 there were several walk-through inspections of the project for the purpose of observing effect of traffic on the wearing course.

Extensive loss of fines was noted, particularly in the outside lanes of the eastbound and westbound sections. Erosion was evident in the wheel tracks of both outside lanes, with the inside wheel track showing the greatest wear. The pavement between the tracks appears well-graded.

Loss of fines in the inside lanes, median and shoulders was much less evident. In these sections no unusual wear or erosion occured.

Also of special concern is the open-graded and segregated appearance of the surface near the panel joints. During the lay-down operation the treatment of the joints was given special attention. The rakers were occasionally called back to dress the surface prior to rolling. The Project Manager was personally involved in the inspection of this work and was surprised a few weeks later to see the segregation in this area.

The panel joint along the outside lanes falls near the inside wheel track, the section showing the greatest wear. The open-graded appearance and the high permeability result, we believe, from the loss of fines in the surface material. This is caused primarily by stripping, which results, at least in this instance, from the loss of critical compounds in the asphalt, in turn exacerbated by aggregates with high DMSO losses.

Such adverse influences are only partially offset by the addition of the normal types of anti-stripping compounds. The addition of 0.5% Pave Bond to 6.0% AR4000 produced cores with 77% I.R.S. and void content of 7.5%. These cores were extracted in an area of passing compaction tests and low permeability tests, nonetheless, the surface has raveled. We don't know why this pavement, which looked so good at lay-down, has lost surface fines despite the use of anti-stripping additive.

The Fall 1984 Pavement Inspection

Shortly before the onset of the rainy season officials from the Region, Construction Section and Federal Highway Administration reviewed the test data assembled by the Project Manager and made a field inspection of the pavement.

It was tentatively agreed, at that time, that the segregated areas were attributable to the contractor's operations and should be corrected at the contractor's expense.

The recommended correction was a chip seal applied by state forces, to be paid for, at least in part, by credits from statistical testing penalties and price reductions in lieu of removal and replacement with specification material.

Vesting the contractor with total liability for visual evidence of segregation ignores the contribution made by the stripping problem. Also ignored is the fact that panel joints are, by nature, deficient of homogeneity when constructed in the normal fashion. The surface appearance is not always indicative of the gradation existing below the surface. This is particularly true when surface fines are lost. We repeat, this pave- looked good at laydown.

Should the decision be made to assess the contractor for the segregated areas along the joints, such assessment would be in addition to the statistical test penalty. This is because the deficiency relates to workmanship and not quality of materials.

The segregated areas along the joint are all in or near the inside wheel tracks of both outside lanes, and average 3 feet in width. Their locations are as follows:

East Bound Station to Station	Length	West Bound Station to Station	Length
1175 - 1191	1,600 Ft.	1184 - 1202	1,800 Ft.
1193 - 1202	900	1204 - 1220	1,600
1204 - 1210	600	1222 - 1225	300
1214 - 1215	100	1227 - 1228½	150
1217 - 1220	300	1233 - 1260	2,700
1226 - 1232	600	1261 - 1263½	250
1235½ - 1237½	200	1270 - 1271	100
1246 - 1248	200		6,900 Ft.
	4,500 Ft.		

Total - 11,400 Ft.

$\dfrac{(11,400 \times 3)}{9}$ 3,800 Sq. Yds.

Calculation of Chip Seal Cost

Of the various recommendations for sealing the pavement, rating the highest is a chip seal using $\frac{1}{4}$"- 10 with CRS-2. The area to be covered is 84,085 Sq. Yds. This excludes only the shoulders in the five-lane section. Required is 0.35 gallons of oil per square yard at 241 gallons per ton. The aggregate required is 22 pounds per square yard.

The Cost Unit has priced CRS-2 at $140 per ton and the aggregate at $12.75 per ton.

Cost of seal materials:

$$\text{CRS-2:}\quad \frac{0.35 \times 84{,}085}{241 \text{ gals/ton}} \times \$140 = \underline{\$17{,}080}$$

$$\tfrac{1}{4}\text{"-10:}\quad \frac{22 \times 84{,}085}{2000 \text{ lbs/ton}} \times \$12.75 = \underline{\$11{,}794}$$

It is estimated that three days would be required to do the actual application of the chip seal, using a self-propelled chip spreader which is capable of ten miles per eight-hour shift when applying twelve to fourteen foot wide panels.

For lane delineation temporary traffic markers made especially for chip seals can be obtained for $0.80 each from Traffic Safety Supply in Portland. Regular temporary striping will not stick to loose rock. Approximately 1,520 markers are needed. Total cost of markers are $1,216.

Also needed are two sequential arrow signs for a total cost for three days of $3,380. Add another $1,000 for temporary signs, etc.

Equipment Unit said total rental for equipment used would total $870.

Labor requirement was estimated to be 312 hours at an average rate of $12.00 per hour for a total of $3,744.

Adding the underscored amounts give a total cost of the chip seal to be $39,084.00. The unit cost per square yard:

$$\frac{\$39{,}084}{84{,}085} = \$0.46 \text{ per Sqr. Yd.}$$

Should it be decided to charge the contractor the cost of sealing the panel joints, the cost would be 3,800 Sqr. Yds. @ $0.46 Sq. Yd. = $1,748. This would be added to the statistical test price adjustment for a net proposed adjustment:

$$\$42{,}093.69 + \$1{,}748.00 = \$43{,}841.69$$

End of Report

22-1013

STATE OF OREGON **INTEROFFICE MEMO**

REGION 2
RECE
F T N

TO: G. W. Wimer
Region Construction Engineer

DATE: December 8, 1983

FROM: J. M. Martin
Project Manager

JMartin

SUBJECT: Class "B" A.C. Price Adjustment Calculations
Nylund Road - Roaring Creek
Contract 9515

Previously you were sent for review subject calculations for Class "B" A.C.

Calculations for Lot 1 have been revised to exclude material originally placed but later removed from the project. We understand that the Region prefers to forward copies to the Construction Section.

Also attached is a draft tabulation of the maximum and minimum adjustment totals.

The minimum adjustment, (-)$35,597.30, which we recommend, reduces the total "P" for any lot to not more than 15. This is based on our interpretation of Section 403.16 (c-3), page 48 of the Special Provisions.

Your approval to proceed with the price adjustment is requested.

cc. C T Keasey w/attach. — Please have your staff review and confirm these computations
MM 12/13

G Wimer

ct
cc: File

81-129-1307

-3049 (Rev. 2-79)
ON DEPARTMENT
RANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Nylund Road - Roaring Creek
Contract 9516
MATERIAL PRICE ADJUSTMENT

nt. No.	Lot Quantity	Total 'P'	(-) Price Adj. @ Total 'P'	(-) Pr. Adj. @ 15% 'P' or less		(+) Pr. Adj. Bonus
1	2,089.62	38.06	16,773.07	6,610.54		—
2	1,473.50	4.0	0	0		1,233.03
3	1,028.36	4.45	957.34 →	957.34		0
4	1,646.26	0	0	0		0
5	477.68	4.0	0	0		399.72
6	591.14	17.96	2,221.05	1,854.99		0
7	670.57	0	0	0		0
3	2,575.71	11.66	6,282.86 →	6,282.86		0
7	1,627.97	9.13	3,109.42 →	3,109.42		0
0	644.29	0	0	0		0
1	770.76	0	0	0		0
2	2,356.38	15.46	7,315.07	7,097.42		0
3	1,983.66	7.62	3,035.19 →	3,035.19		0
4	2,322.05	5.45	2,541.16 →	2,541.16		0
5	923.97	0	0	0		0
6	3,260.44	0	0	0		0
7	1,946.31	14.69	5,741.13 →	5,741.13		0
	Totals		47,976.32	37,230.05		1,632.75
	Deduct Bonus	(-)	1,632.75	(-) 1,632.75		
	Max. Penalty		46,343.57			
	Min.	"		35,597.30		

REVISED

MATERIAL PRICE ADJUSTMENT CALCULATIONS

WAY DIVISION

1 of 3

PROJECT NAME (SECTION) Nylund Rd - Roaring Crk		CONTRACT NO. 9515
HIGHWAY Santiam Hwy	COUNTY Linn	PREFIX 22-1013
MATERIAL Class "B" A/C	BID ITEM NO'S 26	LOT NO. 1
		F.A. PROJECT NO. F-HES-21-2(12)

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST	(P) %
1"					(n)	1	2	3	4	5	6	7			
					TEST NO'S	1-1	1-2A	1-3	1-4						
	2	100	100	100	%	100	100	100	100				100	0	

MAXIMUM LIMIT ~~P = (($\bar{X}_n$) + . (a) X (R) − (T_U)) X (F)~~ MINIMUM LIMIT ~~P = ((T_L) + . (a) X (R) − ($\bar{X}_n$)) X (F)~~ 0

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — (SUSPECT VALUE) & ($\bar{X}_n$) > (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ____ > GREATER OR < LESS ____

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
3/4"					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4					
	2	180	95	100	%	100	100	100	100				100	0

MAXIMUM LIMIT ~~P = (($\bar{X}_n$) + . (a) X (R) − (T_U)) X (F)~~ MINIMUM LIMIT ~~P = ((T_L) + . (a) X (R) − ($\bar{X}_n$)) X (F)~~ 0

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — (SUSPECT VALUE) & ($\bar{X}_n$) > (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ____ > GREATER OR < LESS ____

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
1/2"					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4					
	2	87	81	93	%	90	82	89	91				88	9

MAXIMUM LIMIT P = (88 ($\bar{X}_n$) + .38 (a) X 9 (R) − 93 (T_U)) X 2 (F) MINIMUM LIMIT ~~P = ((T_L) + . (a) X (R) − (X_n)) X (F)~~ −3.16

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — (SUSPECT VALUE) & ($\bar{X}_n$) > (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ____ > GREATER OR < LESS ____

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
1/4"					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4					
	2	63	57	69	%	62	49	67	57				59	18

MAXIMUM LIMIT ~~P = (($\bar{X}_n$) + . (a) X (R) − (T_U)) X (F)~~ MINIMUM LIMIT P = (57 (T_L) + .38 (a) X 18 (R) − 59 ($\bar{X}_n$)) X 2 (F) +9.68

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — (SUSPECT VALUE) & ($\bar{X}_n$) > (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ____ > GREATER OR < LESS ____

2089.62 (LOT QUANTITY) X $ 21.09 (PRICE) X $\frac{\text{TOTAL (P)} \; 38.06}{100}$ = $ −16,773.07 (PRICE ADJUSTMENT)

RUNNING TOTAL (P) +9.68

REMARKS

Total "P" - 38.06

Lot 1 was composed of 2909.62 tons of class "B" AC used for the Shoeflies @ Noble Slough & Liberty Rd. areas in Nov. & Dec. 1982. In the transitions, the curves were supered, requiring approx. 820 Tons extra AC, & that in some areas was above finish grades. In Oct. of 1983, the AC in these areas was removed to accomodate the paving on the right side. Since this material is no longer part of the project, ~~the~~ it →

PREPARED BY Enid H. Davies	DATE 12-5-83	REVIEWED (PROJECT MANAGER)	DATE

(Cont.)

CIRCLE ALL F[illegible]ING TEST RESULTS

REVISED
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HIGHWAY DIVISION

MATERIAL PRICE ADJUSTMENT CALCULATIONS

PROJECT NAME (SECTION) Nylund Rd. - Roaring Crk.		CONTRACT NO. 9515
HIGHWAY Santiam Hwy	COUNTY Linn	PREFIX 22-1013
MATERIAL Class "B" AC	BID ITEM NO'S 26	LOT NO. 1
		F.A. PROJECT NO. F-HES-21-2(12)

CIRCLE ALL FAILING TEST RESULTS

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT									($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST	(P) %
					(a)	—	—	0.45	0.38	0.33	0.30	0.28			
					(n)	1	2	3	4	5	6	7			
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—			
10	3	29	25	33	%	30	㉔	33	26	—	—	—	28	9	

MAXIMUM LIMIT ~~$P = (\underset{(\bar{X}_n)}{\_\_} + \underset{(a)}{\_\_} \times \underset{(R)}{\_\_} - \underset{(T_U)}{\_\_}) \times \underset{(F)}{\_\_}$~~ MINIMUM LIMIT $P = (\underset{(T_L)}{25} + \underset{(a)}{.38} \times \underset{(R)}{9} - \underset{(\bar{X}_n)}{28}) \times \underset{(F)}{3}$ +1.26

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — $\underset{(\text{SUSPECT VALUE})}{\_\_} \,\&\, \underset{(\bar{X}_n)}{\_\_} > \underset{(R)}{\_\_} \times$ 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT									($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
					(a)	—	—	0.45	0.38	0.33	0.30	0.28		
					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
40	3	12	8	24	%	12	10	13	10	—	—	—	11	3

MAXIMUM LIMIT ~~$P = (\underset{(\bar{X}_n)}{\_\_} + \underset{(a)}{\_\_} \times \underset{(R)}{\_\_} - \underset{(T_U)}{\_\_}) \times \underset{(F)}{\_\_}$~~ MINIMUM LIMIT $P = (\underset{(T_L)}{8} + \underset{(a)}{.38} \times \underset{(R)}{3} - \underset{(\bar{X}_n)}{11}) \times \underset{(F)}{3}$ -5.58

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — $\underset{(\text{SUSPECT VALUE})}{\_\_} \,\&\, \underset{(\bar{X}_n)}{\_\_} > \underset{(R)}{\_\_} \times$ 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT									($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
					(a)	—	—	0.45	0.38	0.33	0.30	0.28		
					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
200	6	4.0	2	6	%	4.7	4.2	4.8	4.0	—	—	—	4.4	0.8

MAXIMUM LIMIT $P = (\underset{(\bar{X}_n)}{4.4} + \underset{(a)}{.38} \times \underset{(R)}{0.8} - \underset{(T_U)}{6}) \times \underset{(F)}{6}$ MINIMUM LIMIT ~~$P = (\underset{(T_L)}{\_\_} + \underset{(a)}{\_\_} \times \underset{(R)}{\_\_} - \underset{(\bar{X}_n)}{\_\_}) \times \underset{(F)}{\_\_}$~~ -7.78

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — $\underset{(\text{SUSPECT VALUE})}{\_\_} \,\&\, \underset{(\bar{X}_n)}{\_\_} > \underset{(R)}{\_\_} \times$ 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT									($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
					(a)	—	—	0.45	0.38	0.33	0.30	0.28		
					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
ASPHALT	22	6.6	6.1	7.1	%	6.5	5.34	6.86	5.88	—	—	—	6.15	1.52

MAXIMUM LIMIT ~~$P = (\underset{(\bar{X}_n)}{\_\_} + \underset{(a)}{\_\_} \times \underset{(R)}{\_\_} - \underset{(T_U)}{\_\_}) \times \underset{(F)}{\_\_}$~~ MINIMUM LIMIT $P = (\underset{(T_L)}{6.1} + \underset{(a)}{.38} \times \underset{(R)}{1.52} - \underset{(\bar{X}_n)}{6.15}) \times \underset{(F)}{22}$ +11.61

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — $\underset{(\text{SUSPECT VALUE})}{\_\_} \,\&\, \underset{(\bar{X}_n)}{\_\_} > \underset{(R)}{\_\_} \times$ 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

$\underset{\text{LOT QUANTITY}}{\_\_\_\_} \times \$\,\underset{\text{PRICE}}{\_\_\_\_} \times \frac{\text{TOTAL (P)}}{100} = \$\,\underset{\text{PRICE ADJUSTMENT}}{\_\_\_\_}$

Running TOTAL (P) +22.55

REMARKS
should not be included in bonus/penalty calculations. Thus, the corrected tonnage & Price adjustment for lot #1:

This report supercedes the original report of 1-19-83.

2909.62
-*820.00 ← see attached worksheets for calculations
2089.62

Also, the 'P' value is different on this report due to errors in procedure on the original. First, the X̄n values were carried out to

PREPARED BY | DATE | REVIEWED (PROJECT MANAGER) | DATE

REVISED
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HIGHWAY DIVISION **MATERIAL PRICE ADJUSTMENT CALCULATIONS**

PROJECT NAME (SECTION) Nylund Rd - Roaring Crk.			CONTRACT NO. 9515
HIGHWAY Santiam Hwy	COUNTY Linn		PREFIX 22-1013
MATERIAL Class "B" A/C	BID ITEM NO'S 26	LOT NO. 1	F.A. PROJECT NO. F-HES-21-2(12)

CIRCLE ALL FAILING TEST RESULTS

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST	(P) %
					(n)	1	2	3	4	5	6	7			
					TEST NO'S	1-1	1-2A	1-3	1-4						
Moisture	11	.7	0	.7	%	.26	.26	.54	.36				.36	.28	

MAXIMUM LIMIT P = (.36 ($\bar{X}_n$) + .38 (a) X .28 (R) − .7 (T_U)) X 21 (F) ¦ MINIMUM LIMIT ~~P = ((T_L) + . (a) X (R) − ($\bar{X}_n$)) X (F)~~ ¦ -2.57

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN— ____ (SUSPECT VALUE) & ____ ($\bar{X}_n$) > ____ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ¦ ____ GREATER > OR < LESS ____

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
TRAVEL LANE 88.12%					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2	1-3	~~1-4~~					
COMPACTION	4	91	91	100	%	86.8	88.9	91.1					88.9	4.3

MAXIMUM LIMIT ~~P = (($\bar{X}_n$) + . (a) X (R) − (T_U)) X (F)~~ ¦ MINIMUM LIMIT P = (91 (T_L) + .45 (a) X 4.3 (R) − 88.9 ($\bar{X}_n$)) X 4 (F) ¦ +14.22

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN— ____ (SUSPECT VALUE) & ____ ($\bar{X}_n$) > ____ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ¦ ____ GREATER > OR < LESS ____

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
Shoulder 11.88%					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2	1-3	~~1-4~~					
Compaction	4	90	90	100	%	86.9	—	93.6					90.3	6.7

MAXIMUM LIMIT ~~P = (($\bar{X}_n$) + . (a) X (R) − (T_U)) X (F)~~ ¦ MINIMUM LIMIT P = (~~90.3~~ 90 (T_L) + .45 (a) X 6.7 (R) − 90.3 ($\bar{X}_n$)) X 4 (F) ¦ +1.29

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN— ____ (SUSPECT VALUE) & ____ ($\bar{X}_n$) > ____ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ¦ ____ GREATER > OR < LESS ____

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
					(n)	1	2	3	4	5	6	7		
					TEST NO'S									
					%									

MAXIMUM LIMIT P = (($\bar{X}_n$) + . (a) X (R) − (T_U)) X (F) ¦ MINIMUM LIMIT P = ((T_L) + . (a) X (R) − ($\bar{X}_n$)) X (F)

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN— ____ (SUSPECT VALUE) & ____ ($\bar{X}_n$) > ____ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ¦ ____ GREATER > OR < LESS ____

____ LOT QUANTITY X $ ____ PRICE X TOTAL (P) / 100 = $ ____ PRICE ADJUSTMENT

RUNNING TOTAL (P) 38.06

REMARKS
far, & secondly, the shoulder compaction calculations were derived through the maximum limit formula instead of the minimum.

SEE PAGE #1 FOR TOTALS & PRICE ADJUSTMENT

PREPARED BY	DATE	REVIEWED (PROJECT MANAGER)	DATE
David H. Darin	12-1-83		

Slough Shoo Fly — asphalt removed on right side

Area = 6.6

O.G. 84^{9} 85^{3} 85^{3}

85^{4} 85^{2} [illegible]

05 + 50 0 3 37

Area = 19.78

85^{1} 85^{6} 85^{65}

86^{0} 86^{6} 86^{4}

06 0 3 34

85^{1} 85^{5} 85^{8}

86^{5} 86^{3}

+50 0 3 34

85^{0} 85^{4} 85^{7}

86^{9} 87^{3}

1207~ 0 3 34

85^{0} 85^{6} 85^{7}

87^{3} 37^{2}

+50 0 3 34

$\frac{(37+10)}{2}$ width × 4" × 400 =

$ 37,600 × .00621 =

233.50 Tons

85^{0} 85^{7} 85^{5}

87^{4} 87^{8}

1208~ 0 3 31

84^{8} 86^{0} 85^{7}

87^{2} [illegible] 87^{2}

+50 0 1 4 28

85^{1} 85^{9} 86^{0} 85^{7}

87^{3}

1209~ 0 1 4 21 36

85^{7} 86^{3} 86^{4}

1251½	NEAT			0	
1252	500^{07} ~~500^{07}~~	499^{99}	500^{01}	7.5	[illegible]
	0°	19°	37°		
	499^{94}	499^{85}	499^{56}		
	0°	21	37°		
+50	500^{16}	500^{32}	500^{36}	12.1	[illegible]
	0°	19°	36^{5}		
	500^{15}	500^{09}	499^{75}		
	0°	21°	36^{5}		
1253	500^{77}	500^{73}	500^{78}	18.7	[illegible]
	0°	19°	36^{5}		
	500^{30}	500^{31}	500^{02}		
	0°	21°	36^{5}		
+50	501^{09}	501^{03}	500^{23}	23.6	[illegible]
	0°	19°	36^{5}		
	500^{20}	500^{51}	500^{17}		
	0°	20°	36^{5}		
1254	501^{22}	501^{29}	501^{17}	24.8	
	0°	19°	37°		
	500^{48}	500^{70}	500^{40}		
	0°	20°	37°		
+50	501^{35}	501^{44}	500^{77}	13.1	
	0°	19°	36^{5}		
	500^{75}	500^{64}	500^{59}		
	0°	20°	36^{5}		
1255	501^{55}	501^{53}	500^{78}	13.4	
	0°	19°	37°		
	500^{76}	500^{87}	500^{70}		
	0°	20°	37°		
+50	501^{69}	501^{57}	500^{93}	14.0	
	0°	19°	37°		
	501^{03}	500^{99}	500^{69}		
	0°	20°	37°		
1256	501^{73}	501^{61}	501^{27}	[illegible].6	
	0°	19°	36°		
	501^{11}	501^{13}	501^{06}		
	0°	20°	36°		
+50	501^{43}	501^{29}	501^{10}	[illegible]4	
	0°	19°	36^{5}		
	501^{31}	501^{35}	501^{15}		
	0°	20°	36^{5}		
1257	501^{38}	501^{36}	501^{39}	0	
	0°	19°	37°		
	501^{55}	501^{52}	501^{43}		
	0°	20°	37°		

2-79)
PARTMENT
PORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Nylund Road - Roaring Creek
Contract 9516
MATERIAL PRICE ADJUSTMENT

nt. No.	Lot Quantity	Total 'P'	(-) Price Adj. @ Total 'P'	(-) Pr. Adj. @ 15% 'P' or less		(+) Pr. Adj. Bonus		
1	2,089.62	38.06	16,773.07	6,610.54		—		
2	1,473.50	4.0	0	0		1,233.03		
3	1,028.36	4.45	957.34 →	957.34		0		
4	1,646.26	0	0	0		0		
5	477.68	4.0	0	0		399.72		
6	591.14	17.96	2,221.05	1,854.99		0		
7	670.57	0	0	0		0		
8	2,575.71	11.66	6,282.86 →	6,282.86		0		
9	1,627.97	9.13	3,109.42 →	3,109.42		0		
0	644.29	0	0	0		0		
1	770.76	0	0	0		0		
2	2,356.38	15.46	7,315.07	7,097.42		0		
3	1,983.66	7.62	3,035.19 →	3,035.19		0		
4	2,322.05	5.45	2,541.16 →	2,541.16		0		
5	923.97	0	0	0		0		
6	3,260.44	0	0	0		0		
7	1,946.31	14.69	5,741.13 →	5,741.13		0		
	Totals		47,976.32	37,230.05		1,632.75		
	Deduct	Bonus (-)	1,632.75	(-) 1,632.75				
	Max. Penalty		46,343.57					
	Min.	"		35,597.30				

REVISED

GHWAY DIVISION **MATERIAL PRICE ADJUSTMENT CALCULATIONS**

1 of 3

CIRCLE ALL F…ING TEST RESULTS

PROJECT NAME (SECTION) Nylund Rd - Roaring Crk.		CONTRACT NO. 9515
HIGHWAY Santiam Hwy	COUNTY Linn	PREFIX 22-1013
MATERIAL Class "B" A/C	BID ITEM NO'S 26	LOT NO. 1
		F.A. PROJECT NO. F-HES-21-2(12)

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST	(P) %
1"					(n)	1	2	3	4	5	6	7			
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—			
	2	100	100	100	%	100	100	100	100	—	—	—	100	0	

~~P = (___ + . ___ X ___ − ___) X ___~~ MAXIMUM LIMIT ($\bar{X}_n$) (a) (R) (T_U) (F) ~~P = (___ + . ___ X ___ − ___) X ___~~ MINIMUM LIMIT (T_L) (a) (R) ($\bar{X}_n$) (F) — 0

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — ___ (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
3/4"					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
	2	180	95	100	%	100	100	100	100	—	—	—	100	0

~~P = (___ + . ___ X ___ − ___) X ___~~ MAXIMUM LIMIT ($\bar{X}_n$) (a) (R) (T_U) (F) ~~P = (___ + . ___ X ___ − ___) X ___~~ MINIMUM LIMIT (T_L) (a) (R) ($\bar{X}_n$) (F) — 0

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — ___ (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
1/2"					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
	2	87	81	93	%	90	82	89	91				88	9

P = (88 + .38 X 9 − 93) X 2 MAXIMUM LIMIT ($\bar{X}_n$) (a) (R) (T_U) (F) ~~P = (___ + . ___ X ___ − ___) X ___~~ MINIMUM LIMIT (T_L) (a) (R) ($\bar{X}_n$) (F) — -3.16

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — ___ (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
1/4"					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
	2	63	57	69	%	62	㊾	67	57				59	18

~~P = (___ + . ___ X ___ − ___) X ___~~ MAXIMUM LIMIT ($\bar{X}_n$) (a) (R) (T_U) (F) P = (57 + .38 X 18 − 59) X 2 MINIMUM LIMIT (T_L) (a) (R) ($\bar{X}_n$) (F) — +9.68

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — ___ (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

2089.62 (LOT QUANTITY) X $ 21.09 (PRICE) X 38.06 TOTAL (P) / 100 = $ -16,773.07 (PRICE ADJUSTMENT)

RUNNING TOTAL (P) +9.68

REMARKS

Total "P" - 38.06

Lot 1 was composed of 2909.62 tons of class "B" AC used for the shooflies @ Noble Slough & Liberty Rd. areas in Nov. & Dec. 1982. In the transitions, the curves were supered, requiring approx. 820 Tons extra AC, & that in some areas was above finish grades. In Oct. of 1983, this AC in these areas was removed to accomodate the paving on the right side. Since this material is no longer part of the project, ~~the~~ It →

PREPARED BY DATE 12-5-83

REVIEWED (PROJECT MANAGER) DATE (Cont.)

REVISED
2 of 3

HIGHWAY DIVISION

MATERIAL PRICE ADJUSTMENT CALCULATIONS

PROJECT NAME (SECTION): Nylund Rd. - Roaring Crk.
CONTRACT NO.: 9515
HIGHWAY: Santiam Hwy
COUNTY: Linn
PREFIX: ZZ-1013
MATERIAL: Class "B" AC
BID ITEM NO'S: 26
LOT NO.: 1
F.A. PROJECT NO.: F-HES-Z1-Z(12)

CIRCLE ALL F...LING TEST RESULTS

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST	(P) %
					(n)	1	2	3	4	5	6	7			
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—			
10	3	29	25	33	%	30	(24)	33	26	—	—	—	28	9	

~~P = (___ + ___ X ___ − ___) X ___~~ MAXIMUM LIMIT ($\bar{X}_n$) (a) (R) (T_U) (F)

P = (25 + .38 X 9 − 28) X 3 MINIMUM LIMIT (T_L) (a) (R) ($\bar{X}_n$) (F) +1.26

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
40	3	12	8	24	%	12	10	13	10	—	—	—	11	3

~~P = (___ + ___ X ___ − ___) X ___~~ MAXIMUM LIMIT ($\bar{X}_n$) (a) (R) (T_U) (F)

P = (8 + .38 X 3 − 11) X 3 MINIMUM LIMIT (T_L) (a) (R) ($\bar{X}_n$) (F) -5.58

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
200	6	4.0	2	6	%	4.7	4.2	4.8	4.0	—	—	—	4.4	0.8

P = (4.4 + .38 X 0.8 − 6) X 6 MAXIMUM LIMIT ($\bar{X}_n$) (a) (R) (T_U) (F)

~~P = (___ + ___ X ___ − ___) X ___~~ MINIMUM LIMIT (T_L) (a) (R) ($\bar{X}_n$) (F) -7.78

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—		
ASPHALT	22	6.6	6.1	7.1	%	6.5	5.34	6.86	5.88	—	—	—	6.15	1.52

~~P = (___ + ___ X ___ − ___) X ___~~ MAXIMUM LIMIT ($\bar{X}_n$) (a) (R) (T_U) (F)

P = (6.1 + .38 X 1.52 − 6.15) X 22 MINIMUM LIMIT (T_L) (a) (R) ($\bar{X}_n$) (F) +11.61

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. ___ GREATER > OR < LESS ___

___ LOT QUANTITY X $ ___ PRICE X TOTAL(P) / 100 = $ ___ PRICE ADJUSTMENT

Running TOTAL (P) +22.55

REMARKS

should not be included in bonus/penalty calculations. Thus, the corrected tonnage & Price adjustment for lot #1:

This report supercedes the original report of 1-19-83.

2909.62
−*820.00 ← see attached worksheets for calculations
2089.62

Also, the 'P' value is different on this report due to errors in procedure on the original. First the $\bar{X}_n$ values were carried out to

PREPARED BY ___ DATE ___ REVIEWED (PROJECT MANAGER) ___ DATE ___

HIGHWAY DIVISION

MATERIAL PRICE ADJUSTMENT CALCULATIONS

REVISED
3 of 3

PROJECT NAME (SECTION): Nylund Rd - Roaring Crk.
CONTRACT NO.: 9515
HIGHWAY: Santiam Hwy
COUNTY: Linn
PREFIX: 22-1013
MATERIAL: Class "B" A/C
BID ITEM NO'S: 26
LOT NO.: 1
F.A. PROJECT NO.: F-HES-21-2(12)

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST	(P) %
					(n)	1	2	3	4	5	6	7			
					TEST NO'S	1-1	1-2A	1-3	1-4	—	—	—			
Moisture	11	.7	0	.7	%	.26	.26	.54	.36	—	—	—	.36	.28	

MAXIMUM LIMIT $P = (\underset{(\bar{X}_n)}{.36} + \underset{(a)}{.38} \times \underset{(R)}{.28} - \underset{(T_U)}{.7}) \times \underset{(F)}{21}$ | ~~MINIMUM LIMIT P = (___ (T_L) + . ___ (a) X ___ (R) − ___ (X̄n)) X ___ (F)~~ | -2.57

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — ___ (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. | ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
TRAVEL LANE 88.12%					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2	1-3	~~1-4~~	—	—	—		
COMPACTION	4	91	91	100	%	86.9	88.9	91.1	—	—	—		88.9	4.3

~~MAXIMUM LIMIT P = (___ (X̄n) + . ___ (a) X ___ (R) − ___ (T_U)) X ___ (F)~~ | MINIMUM LIMIT $P = (\underset{(T_L)}{91} + \underset{(a)}{.45} \times \underset{(R)}{4.3} - \underset{(\bar{X}_n)}{88.9}) \times \underset{(F)}{4}$ | +14.22

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — ___ (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. | ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
Shoulder 11.88%					(n)	1	2	3	4	5	6	7		
					TEST NO'S	1-1	1-2	1-3	~~1-4~~	—	—	—		
Compaction	4	90	90	100	%	86.9	—	93.6	—	—	—		90.3	6.7

~~MAXIMUM LIMIT P = (___ (X̄n) + . ___ (a) X ___ (R) − ___ (T_U)) X ___ (F)~~ | MINIMUM LIMIT $P = (\underset{(T_L)}{\overset{90}{\cancel{90.3}}} + \underset{(a)}{.45} \times \underset{(R)}{6.7} - \underset{(\bar{X}_n)}{90.3}) \times \underset{(F)}{4}$ | +1.29

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — ___ (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. | ___ GREATER > OR < LESS ___

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_U) UPPER LIMIT	(a)	—	—	0.45	0.38	0.33	0.30	0.28	($\bar{X}_n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) HIGHEST 1 TO 7 MINUS LOWEST
					(n)	1	2	3	4	5	6	7		
					TEST NO'S									
					%									

MAXIMUM LIMIT P = (___ (X̄n) + . ___ (a) X ___ (R) − ___ (T_U)) X ___ (F) | MINIMUM LIMIT P = (___ (T_L) + . ___ (a) X ___ (R) − ___ (X̄n)) X ___ (F)

TEST RESULTS ARE SUSPECT OF BEING OUTLIER WHEN THE DIFFERENCE BETWEEN — ___ (SUSPECT VALUE) & ___ ($\bar{X}_n$) > ___ (R) X 0.55 FOR (n) 3 & 4 OR 0.60 FOR (n) 5, 6 & 7. | ___ GREATER > OR < LESS ___

___ (LOT QUANTITY) X $ ___ (PRICE) X TOTAL(P) / 100 = $ ___ (PRICE ADJUSTMENT)

RUNNING TOTAL (P) 38.06

REMARKS

far, & secondly, the shoulder compaction calculations were derived through the maximum limit formula instead of the minimum.

SEE PAGE #1 FOR TOTALS & PRICE ADJUSTMENT

PREPARED BY
DATE
REVIEWED (PROJECT MANAGER)
DATE

CIRCLE ALL FAILING TEST RESULTS

Slough Shoo Fly – asph lt removed on right side

Area = 6^{6}

O.G. 84^{9} 85^{3} 85^{3}

85^{6} 85^{2} [illegible]

05 · 50

0 3 37

Area = 19.78

85^{1} 85^{6} 85^{65}

86^{5} 86^{5} 86^{4}

[illegible]

0 3 34

85^{1} 85^{5} 85^{8}

86^{5} 86^{3}

[illegible]

0 3 34

85^{0} 85^{4} 85^{2}

86^{6} 87^{3}

[illegible]

0 3 34

85^{0} 85^{6} 85^{1}

[illegible] 87^{2}

[illegible]

0 3 34

$\frac{(\overset{\text{width}}{37+10})}{2} \overset{\times 400}{\times 4''} =$

$37,600 \times .00621 =$

233.50 Tons

85^{0} 85^{2} 85^{5}

87^{2} 87^{5}

[illegible]

0 3 31

84^{9} 86^{0} 85^{7}

87^{2} [illegible] 87^{2}

[illegible]

0 1 4 28

85^{1} 85^{9} 86^{0} 85^{7}

[illegible]

[illegible]

0 1 4 21 36

85^{7} 86^{3} 86^{4}

X

1251½	NEAT			0	6.[illegible]
1252	500^{07} ~~[illegible]~~ 0° 499^{94} 0°	499^{99} 19° 499^{85} 21	500^{01} 37° 499^{56} 37°	7.5	18.15
+50	500^{46} 0° 500^{15} 0°	500^{32} 19° 500^{09} 21°	500^{36} 36^{5} 499^{75} 36^{5}	12.1	28.[illegible]
1253	500^{79} 0° 500^{30} 0°	500^{73} 19° 500^{31} 21°	500^{79} 36^{5} 500^{02} 36^{5}	13.7	39.[illegible]
+50	501^{09} 0° 500^{70} 0°	501^{03} 19° 500^{51} 20°	500^{93} 36^{5} 500^{17} 36^{5}	23.6	
1254	501^{22} 0° 500^{48} 0°	501^{29} 19° 500^{70} 20°	501^{17} 37° 500^{40} 37°	24.8	
+50	501^{35} 0° 500^{75} 0°	501^{44} 19° 500^{54} 20°	500^{77} 36^{5} 500^{59} 36^{5}	13.1	
1255	501^{55} 0° 500^{76} 0°	501^{53} 19° 500^{87} 20°	500^{78} 37° 500^{70} 37°	13.2	
+50	501^{69} 0° 501^{03} 0°	501^{57} 19° 500^{94} 20°	500^{73} 37° 500^{69} 37°	14.0	
1256	501^{73} 0° 501^{11} 0°	501^{61} 19° 501^{13} 20°	501^{27} 36° 501^{06} 36°	[illegible].6	
+50	501^{43} 0° 501^{31} 0°	501^{27} 19° 501^{25} 20°	501^{10} 36^{5} 501^{15} 36^{5}	[illegible].4	
1257	501^{39} [illegible] 501^{55} [illegible]	501^{36} 19° 501^{52} 20°	501^{59} 37° [illegible] 37°	[illegible]	

January 15, 1985

Morse Bros., Inc.
32260 Highway 34
Tangent, OR 97389

CON 5
#9515

Attention: Brad Dennis
Contract Coordinator

Gentlemen or Ladies:

Thank you for your letter of December 20, 1984, enclosing copies of releases on the following claims:

Name	Amount
C. V. Bridges	$2,901.71
Diamond G Construction	$4,870.10
Ingersoll Rand Equipment	$5,696.62
McShane's Backhoe & Trenching	$2,848.31
Al M. Mitchell	$1,281.74
Oregon Culvert Co.	$2,907.55
Dave Phillips	$1,409.81
Robert L. Pickett	$3,186.54

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

MORSE BROS.
Corporate Operations Office

December 20, 1984

Mr. Steven J. Oswald
Safeco Insurance Co.
Safeco Plaza
Seattle, WA 98185

Mr. Robert W. Gormsen
Commission Services
Oregon Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

Subject: Nylund Road - Roaring Creek
O.S.H.D. # 9515
Bond # 2972934

Gentlemen:

Enclosed are copies of bond claim releases on the referenced project. This takes care of all claims except Jim Dugger's Backhoe Service and Hosking Supply.

Sincerely,

MORSE BROS., INC.

Brad Dennis

Brad Dennis
Contract Coordinator

Enclosures

RECEIVED
DEC 2 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

kvk

32260 Hwy. 34 • *Tangent, OR 97389* • *Phone (503) 928-6491*

RELEASE

IN CONSIDERATION of the payment of Two Thousand Nine Hundred one and 71/100 -----------------($ 2,901.71) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: 12-5-84

C. V. Bridges
(Claimant)

By: C. V. Bridges

SWORN TO AND SUBSCRIBED before me this 5th day of December, 1984.

Mildred Smith
Notary Public for the State of Oregon
County of Linn
My Commission Expires: My Commission Expires Aug. 15, 1988

RECEIVED
DEC [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

IN CONSIDERATION of the payment of Four Thousand Eight Hundred Seventy and 10/100 ---------------- ($ 4,870.10) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: 12-5-84

Diamond G Construction
(Claimant)

By: Thomas E. Gray

SWORN TO AND SUBSCRIBED before me this th day of December, 1984.

Mildred Smith
Notary Public for the State of Oregon
County of Linn
My Commission Expires: My Commission Expires Aug. 15, 1988

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

IN CONSIDERATION of the payment of Five Thousand Six Hundred Ninety-six and 62/100-----------($5,696.62) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: Dec 12, 1984

Ingersoll Rand Equipment
(Claimant)

By: Credit Mgr

SWORN TO AND SUBSCRIBED before me this 12 day of December, 1984.

Sharon M. DeLaRosa
Notary Public for the State of Oregon
County of Linn
My Commission Expires: 7-04-87

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

IN CONSIDERATION of the payment of Two Thousand Eight Hundred Forty-eight and 31/100-----------($2,848.31) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: 12-11-84

McShane's Backhoe & Trenching
(Claimant)

By: Donald R McShane

SWORN TO AND SUBSCRIBED before me this 11 day of December, 1984.

Rosetta L. Tall
Notary Public for the State of Oregon
County of Linn
My Commission Expires: 4-10-86

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

IN CONSIDERATION of the payment of One Thousand Two Hundred Eighty-one and 74/100-----------($1,281.74) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: 12/5/84

Al M. Mitchell
(Claimant)

By: Al M Mitchell

SWORN TO AND SUBSCRIBED before me this 5th day of December, 1984.

Mildred Smith
Notary Public for the State of Oregon
County of Linn
My Commission Expires: My Commission Expires Aug. 15, 1988

RECEIVED
COMMISSION ICES
MENT OF TRANSPORTATION

RELEASE

IN CONSIDERATION of the payment of Two Thousand Nine Hundred Seven and 55/100 ----------------($2,907.55) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: Dec 10, 1984

Oregon Culvert Co.
(Claimant)

By:

SWORN TO AND SUBSCRIBED before me this 10th day of December, 1984.

Notary Public for the State of Oregon
County of Linn
My Commission Expires: 3-8-85

RECEIVED
COMMISSION [illegible] VICES
DEPARTMENT OF TRANSPORTATION

RELEASE

IN CONSIDERATION of the payment of One Thousand Four Hundred Nine and 81/100 ------------------($1,409.81) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: 12-7-84

Dave Phillips
(Claimant)

By: Dave Phillips

SWORN TO AND SUBSCRIBED before me this 7th day of December, 1984.

Notary Public for the State of Oregon
County of Linn
My Commission Expires: Commission Expires Sept. 4, 1987

RECEIVED

RELEASE

IN CONSIDERATION of the payment of Three Thousand One Hundred Eighty-Six and 54/100----------($ 3,186.54) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: 12-5-84

Robert L. Pickett
(Claimant)

By: Robert L. Pickett

SWORN TO AND SUBSCRIBED before me this 5th day of December, 1984.

Notary Public for the State of Oregon
County of Linn
My Commission Expires: My Commission Expires Sept. 4, 1987

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 24, 1984

Mr. Al M. Mitchell
4930 SE Spicer Road
Albany, OR 97321

CON 5
#9515

Dear Mr. Mitchell:

Thank you for your Claim Release dated December 5, 1984, stating that you have received $1,281.74 from Morse Bros.

You state this is in connection to the Morse Bros., Inc., Contract No. 9515 for work on the Nylund Road-Roaring Creek Section of the Santiam Highway in Linn County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

FKM:kjm

12-24-84
kjm

RELEASE

IN CONSIDERATION of the payment of One Thousand Two Hundred Eighty-one and 74/100------------($1,281.74) Dollars by MORSE BROS., INC., the undersigned acknowledges full payment for all labor performed, materials furnished and equipment provided through December 03, 1984, and releases said company and its performance and payment bond surety from all claims of any nature which the undersigned may have against said companies with respect to the following contract:

Project : Nylund Rd., Contract #9515

Obligee/Owner : OSHD

As further inducement for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned, shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

The undersigned further warrants and represents and hereby certifies that all just and lawfull billings, accounts and/or amounts due from the undersigned and/or its subcontractors or material suppliers for labor, material, equipment employed in the performance of this contract have been fully paid in accordance with the terms and conditions of said contract(s) and that there are no amounts for which the undersigned would be responsible under the above agreement, all amounts having been fully paid and other terms of the relevant subcontract, material supply contract or purchase order having been fully complied with by the undersigned.

DATE: 12/5/84

Al M. Mitchell
(Claimant)

By: Al M Mitchell

SWORN TO AND SUBSCRIBED before me this 5th day of December, 1984.

Notary Public for the State of Oregon
County of Linn
My Commission Expires: My Commission Expires Aug. 16, 1988

RECEIVED
COMMISSION
DEPARTMENT OF TRANSPORTATION

Al M Mitchell
[illegible] Rd.
Albany Ore 97321

December 14, 1984

Mr. Carl M. Dutli
Attorney at Law
545 East 7th Street
Prineville, OR 97754

CON 3
#9515

Attention: Jeff M. Wilson

Gentlemen or Ladies:

Thank you for your letter of December 12, 1984, on behalf of McShane Backhoe and Trenching Service, informing us that payment has been received on the claim against Contract 9515.

You state this is in reference to the Nylund Road-Roaring Creek Section of the Santiam Highway in Linn County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

[illegible]
-14-84 kjm

Carl M. Dutli
ATTORNEY AT LAW

545 EAST SEVENTH STREET
PRINEVILLE, OREGON 97754

Carl M. Dutli
Jeff M. Wilson

(503) 447-3910

December 12, 1984

Department of Transportation
Transportation Building, Rm 121
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: File No.: CON 5 #9515

Dear Mr. Gormsen:

This letter is to advise your office that my client, McShane Backhoe & Trenching Service, has received payment on its claim against the Nylund Road-Roaring Creek project, contract number 9515.

Thank you very much for your assistance in this matter.

Sincerely,

Jeff M. Wilson

Jeff M. Wilson

JMW:em

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-268

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 21 1984
NORMA PAULUS
SECRETARY OF STATE

December 14, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9515

Jim Dugger's Backhoe Service
6130 Bethel Hts. Road
Salem, OR 97304

Gentlemen or Ladies:

This will acknowledge your letter received December 3, 1984, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY:	Jim Dugger's Backhoe Service
AMOUNT:	$1,977.50
FOR:	Dump truck work
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	R & P Ventures
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

12-27-84

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Dear Sirs:

I wish to file a bond claim under #29.7293. for the sum of $1977.50 for dump truck work done for R & P. Ventures on Nyland Rd. & Hwy 22 between Lebanon & Sweet Home Oregon on Aug 1-1983 thru and including Aug 6 1983.

Billing statements and invoices enclosed.

Thank you for your help in this matter.

95/5

Sincerely
Jim Duggan

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Jim [illegible] Backhoe Service
6[illegible] Bethel Hts. Rd.
Salem, OR 9730[illegible]

Date 8-6- 1983

To R/P Ventures

Address P.O. Box 181

City Woodburn ore.

8 Hr.	Rental of Dump Truck	35.00 per Hr
	with Driver	280.00
	36 Loads	

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REDIFORM®
5K 802

STATEMENT

Jim Dugger's Backhoe Service
6130 Bethel Hts. Rd.
Salem, OR 97304

Date 8-5- 1985

To R&P Ventures

Address P.O. Box 184

City Woodburn ore.

8 Hr. Rental of DT w/Driver 35.00 Hr.

38 Loads 280.00

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REDIFORM®
SK 802

STATEMENT

Jim Dugger's Backhoe Service
6130 Bethel Hts. Rd.
Salem, OR 97304

Date 8-4- 1983

To R & P Ventures

Address P.O. Box 184

City Woodburn Ore

10 Hr.	Rental of D.T.	35 00 Hr.
	with Driver	350 00
	44 Loads.	

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

Jim Dugger's Backhoe Service
6130 Bethel Hts. Rd.
Salem, OR 97304

Date 8-3- 1983

To J & P Ventures

Address P.O. Box 184

City Woodburn, Ore. 97071

		35.00 Hr
10 Hr	Rental of D.T. I	350.00
	Driver	
	40 Loads	

RECEIVED
DEC 8 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

REDIFORM
9K 882

Jim Dugger's Backhoe Service
6130 Bethel Hts. Rd.
Salem, OR 97304

Date 8 - 2 - 1983

To R & P. Ventures

Address P.O. Box 189

City Woodburn, Ore. 97071

10½ hr Rental of Dump truck 35.00 hr.
with Driver 367.50

48 Loads

Bid Item #17

Paul C. Daniels Sec'

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REDIFORM®
8K 883

STATEMENT

Jim Duager's Backhoe Service
6130 Bethel Hts. Rd.
Salem, OR 97304

Date 8-1- 1983

To R & P Ventures, Ltd.

Address P.O. Box 184

City Woodburn, OR 97071

10 Hr Rental of Dump 35.00 hr.
Truck with Driver $350.00
53 loads

Paul G. Daniels Sec
#17
Bid Item

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

Invoice

[illegible]
[illegible]
[illegible]

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sold To
[illegible]
[illegible]
[illegible]

Your Order No.	Our Order No.	Salesman	Date
Date Shipped	Shipped VIA	F.O.B.	Terms

Quantity Ordered	Quantity Shipped	Stock Number/Description	Unit Price	Unit	Amount
		[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]				[illegible]

[illegible]

Invoic

Wilson Jones Company

FORM [illegible]

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nylund Rd.-Roaring Creek

WEEK ENDING: December 8, 1984

SECTION PROFILE: 22-1013

HIGHWAY: Santiam

COUNTY: Linn

NAME OF JOB: Nylund Rd.-Roaring Creek Section

KIND OF WORK: Grading, Paving, Structure, Signing

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 9515

FEDERAL AID PROJECT NUMBER: F-HES-21-2 (12)

DATE OF CONTRACT: July 8, 1982

DATE WORK STARTED: July 13, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 470½

WORK DAYS USED:

CALENDAR DAYS USED: 470½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 2,578,510

EXCLUSIVE OF ENGINEERING: $ 2,288,217

ENGINEERING AUTHORIZATION: $ 290,293

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT: EXCLUSIVE OF ENGINEERING: $ 2,162,535

ENGINEERING COST TO DATE: $ 393,600

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: XXXXX ~~OVERRUN~~ UNDERRUN 5 %

PERCENT OF AUTHORIZATION: 155 %

DATE PROJECT WAS COMPLETED: November 14, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.6	2.6			2.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	63,223	65,400			28,900
TOTAL QUANTITIES CORRECTED TO DATE	same	same			same
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4242A
PERCENT	

	WEATHER	WORK DAYS, HOURS CHARGED	DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Third notification was issued December 7, 1984.

SIGNED Meyers LOCATION Albany

FOR J.M. Martin, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

SP1F216

CL 84-6208

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

October 17, 1984

IN REPLY REFER TO
FILE NO.

CON 5
#9515

Mr. Carl M. Dutli
Attorney at Law
545 East Seventh Street
Prineville, OR 97754

Dear Mr. Dutli:

This will acknowledge your letter of October 2, 1984, on behalf of McShane Backhoe and Trenching Service filing a claim against the following Highway Division contract:

FILED BY:	McShane Backhoe & Trenching Service
AMOUNT:	$2,800 plus interest until paid
FOR:	Dump truck services
AGAINST (Prime contractor)	Morse Bros., Inc.
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

-29-84 [illegible]

cc: Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Carl M. Dutli
ATTORNEY AT LAW

545 EAST SEVENTH STREET
PRINEVILLE, OREGON 97754
(503) 447-3910

October 2, 1984

Bob Gormsen
Manager of Commission Services
Room 121 Transportation Building
Salem, OR 97310

TO: OREGON STATE HIGHWAY DIVISION

Notice is hereby given that the undersigned Donald K. McShane doing business as McShane Backhoe & Trenching Service has a claim for dump truck services in the sum of $2,800.00 plus interest at the rate of 9% per annum from September 1, 1983 until paid, against the bond taken from Morse Brothers and their surety Safeco Insurance Company for the work of Nylund Road-Roaring Creek project contract number 9515.

Jeff M. Wilson
Jeff M. Wilson
Attorney for Claimant

JW:em

RECEIVED
OCT 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-209

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 17, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9515

Morley, Thomas, Kingsley and Reuter
Attorneys at Law
PO Box 98
Lebanon, OR 97355

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

Attention: Richard E. Kingsley

Gentlemen or Ladies:

This will acknowledge your letter of October 5, 1984, with attached ledger sheets, on behalf of Hosking Supply Company filing a claim against the following Highway Division contract:

FILED BY:	Hosking Supply Company
AMOUNT:	$825.56
FOR:	Supplies, repairs and services
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	R & P Ventures
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11-29-84 kgm

cc: Safeco Insurance Co. of America
Morse Bros., Inc.

bc: ✓Secretary of State -- Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

LAW OFFICES
MORLEY, THOMAS, KINGSLEY & REUTER
60 EAST MAPLE STREET
LEBANON, OREGON 97355

LAURENCE MORLEY
WM. R. THOMAS
RICHARD E. KINGSLEY
THOMAS J. REUTER
KEVIN J. FREEMAN
THOMAS A. McHILL

TEL. (503) 258-3181
POST OFFICE BOX 98

October 5, 1984

Department of Transportation
Commission Service
121 Transportation Bldg.
Salem, OR 97310

Re: R & P Ventures
Nylund Road – State Contract
#9515

Gentlemen:

On behalf of Hosking Supply Company a claim is herewith being made against R & P Ventures in the amount of $825.56 for supplies, repairs and services to it in connection with the above contract. Copies of our clients' ledger sheets are attached.

Morse Brothers, Inc. was the prime contractor and we understand it has filed a claim against R & P Ventures. A copy of this letter is going to Morse Brothers, Inc. for its information.

Please let us know if you need any additional details in support of this claim.

Very truly yours,

MORLEY, THOMAS, KINGSLEY & REUTER

By: R Kingsley
Richard E. Kingsley

Enclosures

cc: Morse Brothers, Inc.

RECEIVED
OCT 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

Hosking Supply Co.
P.O. BOX 37 LEBANON, OREGON 97355

Telephone
258-3232

R & P Ventures
P.O. Box 184
Woodburn, Oregon 97071

1/1/83		Balance Forward			[illegible]
1/7/83	5091		155 34		35 16
2/12/83		2247		35 16	[illegible]
3/14/83	6133		14 60		[illegible] 60
4/9/83		2656		[illegible] 60	[illegible]
5/25/83	7531		3 00		3 00
6/1/83	7[illegible]		[illegible]		[illegible]
6/7/83	7732		[illegible] 31		[illegible] 38
6/13/83	7900		55 00		323 38
6/21/83	8067		16 90		340 28
6/21/83	8081		227 65		567 93
6/28/83	8234		128 00		695 93
6/30/83	8297		51 56		747 49

Hosking Supply Co.
P.O. BOX 37 LEBANON, OREGON 97355

STATEMENT

Telephone
258-3232

R & P Ventures
P. O. Box 164
Woodburn, Oregon 97071

DATE	ORDER NO.	DESCRIPTION	CHARGE	CREDIT	BALANCE
		Balance Forward			747 49
7/19/83	8654		30 55		778 04
7/22/83	8750		24 50		802 54
7/25/83	8819		22 05		824 59
7/28/83	8895		6 10		830 69
7/29/83	8927		14 95		845 64
8/5/83		3444		300 00	545 64
8/9/83	9195		31 55		577 19
8/16/83	9339		5 00		582 19
8/19/83	9425		57 13		639 32
8/25/83	9550		8 00		647 32
8/26/83	9563		21 45		668 77
8/30/83	Interest		8 18		676 95
					676 95
9/6/83	9804		7 50		684 45
9/16/83	10063		51 06		735 51
9/20/83	10137		6 04		741 55
9/23/83	10229		30 10		771 65
9/26/83	10278		8 70		780 35

Hosking Supply Co.
P.O. BOX 37 LEBANON, OREGON 97355

STATEMENT

Telephone
258-3232

R & P Ventures
P. O. Box 154
Woodburn, Oregon 97071

DATE	ORDER NO.	DESCRIPTION	CHARGE	CREDIT	BALANCE
		Balance Forward			780 35
9/30/83	Interest		10 15		790 50
10/1/83	10400		11 00		801 50
10/31/83	Interest		11 86		813 36
11/30/83	Interest		12 20		825 56

ORDER FOR FORCE WORK 18

Revised

ORDER No. #1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY: State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9515

PROJECT NAME: Nylund Road - Roaring Creek DATE: August 23, 1984

HIGHWAY: Santiam FAP No. F-HES-21-2(12)

COUNTY: Linn PREFIX: 22-1013 FUNCTION: 270-01

DESCRIPTION OF WORK TO BE DONE:

Permanent Pavement Striping

REGION 2 OFFICE
RECEIVED
SEP 17 1984
RLO..... RQS.....
[✓ RE] ..... [✓ CE] ..... [✓ RME] ..... ROM.....
RTS ..... RLS..... RPC..... RFS.....
RUS..... RG ..... RSR .....

LOCATION BY STATION NUMBERS:

Throughout Project

ESTIMATE OF QUANTITIES & COSTS:

Labor, Materials and Equipment	$ 796.48
* * * * * * * * * * * * * * *	
Original Authorization	$4,900.00
Increase	796.48
Present Total	$5,696.48

EXPLANATION:

This is what work required to place permanent striping actually cost. Original estimate was low.

Prepare a seperate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC.: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 2,578,510

Present estimate of costs including work under this Force Order . . . . . . $ 2,162,535

Estimated ~~Overrun~~ Underrun Amount . . . . . $ 415,975

Estimated ~~Overrun~~ Underrun Percent 5%

SUBMITTED BY: JMartin

TITLE: J. M. Martin, Project Manager

APPROVAL RECOMMENDED: ________________

TITLE: ________________

APPROVAL RECOMMENDED: ________________

TITLE: ________________

APPROVAL RECOMMENDED: ________________
Asst Region Engineer

APPROVED: Gerald Wimer 9-19-84
Construction ~~Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

592

Form 734-1105 (Rev. 1-79)

9515

August 13, 1984

George H. Cromwell
29356 Fairview Road
Lebanon, OR 97355

MAI 6

I am truly sorry that a misunderstanding has occurred and hope that Mr. Martin's letter to you dated July 21, 1984 has resolved this unfortunate incident.

The Highway Division urges your cooperation in solving the drainage problems in your area which threaten the stability of the highway. The work outlined in Mr. Martin's letter that needs to be done on your property would improve the flow of water away from the highway.

Mr. Martin will be contacting you in a few days to further discuss this matter with you.

H. S. Coulter
State Highway Engineer

bc W. E. Schwartz
C. O. Fredrickson
D. O. Christensen
J. M. Martin

DOC:dlc ja

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
3400 Spicer Road, Albany, Oregon 97321

In Reply Refer to
File No.

July 21, 1984

Dear Mr. Cromwell:

My letter to Salem describing our telephone conversation on Saturday, June 23 included the following paragraph:

> Mr. Cromwell is difficult to reach but last Saturday, June 23rd, I contacted him and apologized for the trespass, explained the Highway Division's policy governing such matters and explained the purpose of our entry. He seemed to accept the apology and granted permission to enter the property for further investigation of the drainage conditions.

The phrase "granted permission" was meant to apply only to myself and my assistant for purpose of further investigation. Regrettably, it was poorly worded and Salem incorrectly inferred that the survey crew had permission to enter. This was not my intention.

We have a serious drainage problem in your area. On July 5th, Mr. Meyers and I walked along the creek and observed three places that, if cleared out, would improve the flow. Also, the culvert under the equipment road should be lowered.

None of this work should require the removal of any large trees, although there are small trees that might require removal to give a backhoe room to work. I doubt that the culvert under the road could be lowered without temporarily removing the equipment road. All of the work should have only a minimal impact on the existing vegetation.

Your opinion on this matter is invited. For your convenience we enclosed a stamped, self-addressed envelope.

Cordially yours,

J. M. Martin
Project Manager

Form 734-3132

July 16, 1984

Department of Transportation
H. S. Coulter
Highway Division
Transportation Building
Salem, OR 97310

In response to your most recent letter, I am very upset at your understanding of the conversation I had with Jack Martin. I had spoke to Mr. Martin and had told him I did not want his survey crew on my ground. I had told him that he and his assistant only could come out and walk the drainage ditch.

Now it seems that this has been misunderstood and I now do not want anything more to do with the state crews on my ground.

George H. Cromwell
29355 Fairview Road
Lebanon, OR 97355

RECEIVED
STAT HWY ENGR
JUL 19 '84
REFER TO
Christensen
FOR

Info	[illegible]	R/D	D.R.	[illegible]	Act	File
		✓			✓	

4515

July 10, 1984

MAI

George M. Cromwell
29335 Fairview Road
Lebanon, OR 97355

Trespass by State Survey Crew

This is in reply to your letter dated June 7 in which you complain of our survey crew trespassing on your land without first asking permission.

I understand that on Saturday, June 23 our Project Manager, Jack Martin, contacted you and apologized for the trespass and also explained the Highway Division's policy regarding matters of this type.

I understand that you have granted permission for our survey crew to enter on your property for further investigation of the drainage conditions and I thank you for granting that permission.

I trust that you and Mr. Martin have established communications and I am sure he has reminded all of his employees to be more careful in the future.

H. S. Coulter
State Highway Engineer

cc Jack Martin

DOC:ca: sl

bc C. D. Fredrickson
D. O. Christensen

STATE OF OREGON **INTEROFFICE MEMO**

REGION 2 OFFICE
RECEIVED
JUN 28 1984
RLO ✓ RCE RME ROM RTE RLS RPC RFE RUS RG RSR

TO: Duane Christensen
Region Construction Engineer

DATE: June 27, 1984

FROM: J. M. Martin
Project Manager

SUBJECT: George H. Cromwell Complaint

George H. Cromwell's letter (copy attached) was submitted to this office for investigation on June 21, 1984. He is the owner of property to the left of Engineer's Station 1251+42 on the Nylund Road - Roaring Creek Section of the Santiam Highway. At this station is a 72-inch culvert which was extended for the highway widening and requiring an outlet ditch for which an easement was granted.

The roadside ditches in this vicinity have never drained well because of the flat terrain and the constriction by brush and trees of the only natural drainage course, a creek, which runs through Cromwell's property.

Early last January, we decided to do a recon of the creek. Before accessing the property, the crew chief phoned the owner's residence. Mr. Cromwell was not at home but later called our office and granted permission, whereupon a small traverse was run to tie property corners to the ditch.

Later, in May 1984, the survey crew entered to set three traverse points, hub and stake, to tie the ditch centerline. Mr. Cromwell was not contacted on this occasion, the transitman believing the first permission was still in effect.

Mr. Cromwell is difficult to reach but last Saturday, June 23rd, I contacted him and apologized for the trespass, explained the Highway Division's policy governing such matters and explained the purpose of our entry. He seemed to accept the apology and granted permission to enter the property for further investigation of the drainage conditions.

The crew was reminded to be certain that proper notice was given property owners before entering their property.

cs
cc: File
Pete Fidler, Region Location

JUN 18 1984

RECEIVED
STATE HWY ENGR

JUN 14 '84

REFER TO
Christensen

FOR

Info	Inves	R/O	O/R	Sign	Act	File
	✓		✓			

WES
DIR

June 7, 1984

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97300

Attn: Scott Kolter

Dear Sir:

I own property between Lebanon and Sweet Home where there has recently been some highway construction. There is a drainage ditch running through my property. As far as all my records show there is a small easement next to the highway at the culvert under the road.

Lately I have been finding survey stakes across my land where there is no easement. These stakes are orange, and some have orange and white targets on them. After doing some inquiring I have found out that there has been surveying for drainage in this area. This upsets me greatly because I have never been informed that there was to be surveying across my land. This has happened at least three times within the last year. This is private property that is posted with no tespassing signs. No one has contacted me or asked my permission to come on my property and I don't know why the survey is being taken or how this may effect me.

I have owned this property for approximately 10 years and have never had any problems with the waterflow. If there is a drainage problem, it has been there only since the latest road construction and if that is the case, there should be no problem on my property, since there was no problem before the construction.

My property is private property and I wish to have it treated as such. I would appreciate your attention to this complaint.

Sincerely,

George H. Cromwell

George H. Cromwell
29355 Fairview Road
Lebanon, OR 97355

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-21-2(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA -- Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20021

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 4 '84
REFER TO Potter
FOR
Info | File

7. DATE AUTHORIZATION EFFECTIVE 2/16/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION
Nylund Road -- Roaring Creek Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install permanent signs and Type 2A guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/16/84 as requested in Mr. Fredrickson's letter of 5/18/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $1,582, Federal Funds $1,395.

14. DATE 5/29/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

r11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO. F-HES-21-2(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20021

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/18/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:
Nylund Road - Roaring Creek Section

11. GENERAL DESCRIPTION OF WORK
Remove excess materials placed in mandatory stockpile site

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/18/84 as requested in Mr. Fredrickson's letter of 3/23/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $3,700 - Federal Funds $3,263.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR
Info [illegible] R/D D/R Sign Act File

14. DATE 3/28/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9515

CL 84-62

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]
NORMA PAULUS

March 15, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9515

Oregon Culvert Co., Inc.
PO Box [illegible]
Tualatin, OR 97062

Attention: Tony Marquez
Controller

Gentlemen:

This will acknowledge your letter of March 2, 1984, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY:	Oregon Culvert Co., Inc.
AMOUNT:	$2,858.24 plus interest
FOR:	Material
AGAINST (Prime Contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	R & P Ventures, LTD.
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5-29-84 Jgm

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: ✓Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

31-0188

Oregon Culvert Co., Inc.
(AREA CODE 503) TELEPHONE 692-0410
P. O. BOX 398 • TUALATIN, OREGON 97062

March 2, 1984

Robert Gormsen
Oregon State Highway Division
Commission Services
121 Transportation Blvd.
Salem, Oregon 97310

Dear Mr. Gormsen:

Oregon Culvert Co. Inc. supplied R & P Ventures, LTD. culvert pipe and accessories for the Nyland Rd. - Roaring Creek, OSHD #9515, project. The material was last shipped August 25, 1983, and as of March 2, 1984, we have not been paid. The balance due is $2,858.24, plus interest.

I have notified R & P Ventures bonding company, a copy of the letter is attached.

My understanding is that R & P Ventures, LTD. will not be able to pay Oregon Culvert, Inc. for the material. I have requested payment from R & P Venture's bonding company but any assistance on collecting these outstanding invoices would be greatly appreciated.

Yours truly,

Tony Marquez

Tony Marquez
Controller

TM:mg

cc: Jack Martin
Safeco Inc
R & P Ventures
Potts & Davis & Co.
Morris Bros

CERTIFIED
P 612 012 356
MAIL

RECEIVED
[illegible]
[illegible] SERVICES
[illegible] TRANSPORTATION

WE RE-INVEST IN THE NORTHWEST — WILL YOU?

Oregon Culvert Co., Inc.
(AREA CODE 503) TELEPHONE 692-0410
P. O. BOX 398 • TUALATIN, OREGON 97062

March 1, 1984

Jeffery Stathos
Fred S. James
2770 Biddle Rd.
Medford, Oregon 97501

Dear Mr. Stathos:

Oregon Culvert Co, Inc. supplied Mirafi filter cloth to John Wood Trucking, Inc. on the Devil Ridge, USFS#50-04H1-2-8731C project. The last shipping date was September 7, 1983 and as of March 1, 1984 we have not been paid for the material. The balance due is $6,825.00 plus interest since October 31, 1983, at $68.25 per month.

It is my understanding that John Wood Trucking, Inc. plans to pay Oregon Culvert, Inc. from the proceeds of a equipment sale on May 17, 1984. It is my intention to wait until after the sale and see if their promises can be kept.

John Wood Trucking, Inc. has a bond thru Fred S. James for the project with United Pacific Ins. Co., Bond #444511. Please inform United Pacific Ins. of the non-payment.

I hope no future actions are required.

Yours truly,

Tony Marquez

Tony Marquez
Controller

TM:mg

RECEIVED
DEPARTMENT OF TRANSPORTATION

WE RE-INVEST IN THE NORTHWEST — WILL YOU?

Oregon Culvert Co., Inc.
(AREA CODE 503) TELEPHONE 692-0410
P. O. BOX 398 • TUALATIN, OREGON 97062

March 1, 1984

Edward E. Davis
Potts & Davis & Co.
1011 Commerical N.E. Suite 130
Salem, Oregon 97301

Dear Mr. Davis:

Oregon Culvert Co, Inc. supplied R & P Ventures LTD. culvert pipe and accessories for the Nyland Rd-Roaring Creek, OSHD #9515, project. The material was last shipped August 25, 1983, and as of March 1, 1984 we have not been paid. The balance due is $2,858.24 plus interest.

R & P Ventures, LTD. has a bond thru Potts & Davis Co. with United States Fidelity & Guarantee Company, bond #63-0120-10473-82-0. As per our conversation February 29, 1984 the claim # is 7600 S 7130-00-0.

My understanding is that R & P Ventures, LTD. will not be able to pay Oregon Culvert Co, Inc. for the material. I am therefore requesting payment from United States Fidelity & Guarantee Co.

Yours truly,

Tony Marquez

Tony Marquez
Controller

TM:mg

RECEIVED
[illegible] CES
DEPARTMENT OF TRANSPORTATION

WE RE-INVEST IN THE NORTHWEST — WILL YOU?

WARNING: Culvert has sharp ends. Use protective gloves and exercise extreme caution when handling.

INVOICE

No. 13944

Oregon Culvert Co., Inc.

(AREA CODE 503) TELEPHONE 692-0410
P. O. BOX 398 • TUALATIN, OREGON 97062

SOLD TO R & P Ventures
P.O. Box 184
Woodburn, OR 97071

SHIP TO Nyland Rd. Roaring Cr. Sec.

SHIPPING DATE 6-22-83

DATE OF INVOICE	PLANT ORDER NO.	CUSTOMER'S ORDER NO.	SHIP VIA:	TERMS	DRIVER
6-27-83	08036		No. 2 ,	1/2% 20 Days Net 30	Henry

PIECES	SIZE	LENGTH	DESCRIPTION	FEET	UNIT PRICE	TOTAL
			Bands			
11	12"	12"	Plain S-L		9.00	99 00
2	18"	12"	Plain S-L		9.82	19 64
7	24"	12"	Plain S-L		13.50	94 50
1			Bag bolts			
						213 14

RECEIVED

IMPORTANT NOTICE — If payment is not received within terms, 1% service charge per month (12% annual rate) will be added to your account.

RECEIVED BY Lou Davis Sec. You may take a discount of 1.06 if payment is made by 7-18-

INVENTORY COPY

INVOICE

WARNING: Culvert has sharp ends. Use protective gloves and exercise extreme caution when handling.

No. 13943

Oregon Culvert Co., Inc.
(AREA CODE 503) TELEPHONE 692-0410
P. O. BOX 398 • TUALATIN, OREGON 97062

R & P Ventures
P.O. Box 184
Woodburn, OR 97071

SHIP TO Nyland Rd. Roaring Cr. Sec.
Cont. #9515

SHIPPING DATE: 6-22-83

VOICE	PLANT ORDER NO.	CUSTOMER'S ORDER NO.	SHIP VIA:	TERMS	DRIVER
3	08036		No. 2	1/22 20 Days Net 30	Henry

SIZE	LENGTH	DESCRIPTION	FEET	UNIT PRICE	TOTAL	
2"	14'	16 Ga. csp plain S-L w/ full bevel, 3:1, one end only				
2"	20'	16 Ga. csp plain S-L w/ full bevel, 3:1, one end only	125	3.96	498	96
2"	12'BL	16 Ga. csp plain S-L w/ full bevel, 3:1, one end only				
2"	20'	16 Ga. csp plain S-L				
2"	24'	16 Ga. csp plain S-L				
8"	6'	16 Ga. csp plain S-L w/ full bevel, 3:1, one end only				
8"	18'	16 Ga. csp plain S-L w/ full bevel, 3:1, one end only	24	6.47	155	28
4"	13'BL	16 Ga. csp plain S-L w/ full bevel, 3:1, one end only				
4"	14'BL	16 Ga. csp plain S-L w/ full bevel, 3:1, one end only	150	7.75	1,162	50
4"	10'	16 Ga. csp plain S-L ~~w/~~				
4"	14'	16 Ga. csp plain S-L				
4"	22'	16 Ga. csp plain S-L				
6"	20'	16 Ga. csp plain S-L w/Std. recorr	40	12.86	514	40
					2,331	14

ORTANT NOTICE — If payment is not received within terms, 1% service charge per month (12% annual rate) will be added to your account.

DEPARTMENT OF TRANSPORTATI

BY Paul A. Hawiski Sec You may take a discount of 11.66 if payment is made by [illegible] tective gloves and exercise extreme caution wi[illegible] handling.

INVOICE

Write up

Oregon Culvert Co., Inc.

No. 14941

(AREA CODE 503) TELEPHONE 692-0410
P. O. BOX 398 • TUALATIN, OREGON 97062

SOLD TO R & P Ventures

SHIP TO OSHD - Nylund Rd Section
Contract # 9515

SHIPPING DATE: 8/25/83

DATE OF INVOICE	PLANT ORDER NO.	CUSTOMER'S ORDER NO.	SHIP VIA:	TERMS	DRIVER
8/31	08728		Will Call	½% 20 Days Net 30	

PIECES	SIZE	LENGTH	DESCRIPTION	FEET	UNIT PRICE	TOTAL
2	54"	24"	Plain 2-pc dimpled bands		70.00	140 00
2	54"	24"	Gaskets		38.83	77 66
2	6"	20'	16 GA. CTD S-L	40	2.25	90 00
2	6"	7"	Ctd 2-pc bands		3.15	6 30
						313 96

PRICES OK'D BY Cal 9-1
EXTENSIONS " " ______
SALES ACCT. NO. ______

IMPORTANT NOTICE — If payment is not received within terms, 1% service charge per month (12% annual rate) will be added to your account.

RECEIVED BY ______ You may take a discount of 1.57 If payment is made by 9-26

OFFICE COPY

RECEIVED

1515

F

March 15, 1984

Coral Sales Company
PO Box 577
Clackamas, OR 97015

CON 5
#9515

Attention: Douglas P. Daniels
President

Gentlemen or Ladies:

Jack Martin in Albany has forwarded your letter of February 9, 1984, informing us that you have received payment from Dirt and Aggregate.

You state this is in reference to the Morse Bros., Inc., Contract No. 9515 for work on the Nylund Road-Roaring Creek Section of the Santiam Highway in Linn County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

FKM:kjm

Noticed on card
3-15-84
gm

Coral Sales Company

[redacted]

P.O. BOX 577
CLACKAMAS, OREGON 97015

February 9, 1984

Mr. Jack Martin
Oregon State Highway Division
3400 Spicer Road
Albany, OR 97321

Dear Mr. Martin:

This letter is to notify you that the undersigned, Coral Sales Company, is hereby releasing the claim of January 25, 1984, for materials supplied on Oregon State Highway Division Contract Number 9515, Nyland Road-Roaring Creek, in the amount of $2,393.90.

Payment has been received in full from Dirt and Aggregate, subcontractor to Morse Brothers, on this project. Thank you.

Sincerely,

CORAL SALES COMPANY

Douglas P. Daniels
President

DPD/kj

cc: Morse Brothers
Safeco Insurance Company
Dirt and Aggregate
S.O. B2678
S.O. B2671
S.O. B2633
S.O. B2686

RECEIVED
FEB 9 1984
J.M. MARTIN, Res. Engr.
☒ RE ☐ AR ☐ OE ☐ CI ☐ N

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-HES-21-2(12)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20021

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO
Potter
FOR
Info | [illegible] | [illegible] | [illegible] | [illegible] | Act | File

omg
3/13

7. DATE AUTHORIZATION EFFECTIVE
12/14/83

8. FEDERAL ROUTE NUMBER
Primary 21

9. STATE ROUTE NUMBER
Primary 16

10. GENERAL LOCATION:
Nylund Road - Roaring Creek

11. GENERAL DESCRIPTION OF WORK
Bikeway signs, bikeway striping and legend

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/14/83 as requested in Mr. Fredrickson's letter of 2/16/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $2,100, Federal Funds $1,851.

14. DATE
2/27/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 84-39

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1984

IN REPLY REFER TO
FILE NO.: CON 5
#9515

FILE

Coral Sales Company
P. O. Box 577
Clackamas, OR 97015

Attention: Douglas P. Daniels
President

Gentlemen:

This will acknowledge your letter dated January 25, 1984, to Jack Martin of the Highway Division in Albany filing a claim against the following contract:

FILED BY:	Coral Sales Company
AMOUNT:	$2,393.90
FOR:	Material
AGAINST (Prime contractor):	Morse Bros., Inc.
SUBCONTRACTOR:	Dirt and Aggregate
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Company of America
AGENT:	Roland King

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
Robert W. Gormsen
COMMISSION SERVICES

3-8-84 dc

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter

731-0188

Coral Sales Company

[redacted]

P.O. BOX 577
CLACKAMAS, OREGON 97015

January 25, 1984

Mr. Jack Martin
Oregon State Highway Division
3400 Spicer Road
Albany, Oregon 97321

Dear Mr. Martin:

Notice is hereby given that the undersigned, Coral Sales Company, an Oregon Corporation, has a claim for Treated Sign Posts and Guard Rail material on Oregon State Highway Division Contract Number 9515, Nyland Road - Roaring Creek project, in the amount of $2,393.90 against the bond taken from Morse Brothers Construction and Safeco Insurance Company for the material supply for said job.

This notice is necessary due to lack of payment from Dirt and Aggregate, subcontractor to Morse Brothers for this project. Thank you.

Sincerely,

CORAL SALES COMPANY

Douglas P. Daniels

Douglas P. Daniels
President

DPD/kf

cc: Morse Brothers
Safeco Insurance Company
Dirt and Aggregate
S.O. B2678
S.O. B2671
S.O. B2633
S.O. B2686

RECEIVED
9 1984
COMMISSION SERVICES
TRANSPORTATION

RECEIVED
FEB 2 1984
J.M. MARTIN, Res. Engr.
☑ RE 4R

January 3, 1984

CON

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Time Extension Request
Nylund Rd.-Roaring Cr.
Contract No. 9515
FAP No. F-WES-21-2(12)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of 20 1/2 calendar days is granted due to the additional and extra work performed under Price Agreements and Orders for Extra Work on this project. No adjustment of contract time is made for the claimed delay by Northwest Natural Gas Co.

The adjusted contract time for completion of this project is 470 1/2 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

DBJ:mk sl

bc H. S. Coulter
C. T. Keasey
J. D. Fredrickson w/att.
Jack Martin w/att.
FHWA w/att.
R. D. Church

STATE OF OREGON

Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: December 7, 1983

FROM: G. W. Wimer
REGION 2 CONSTRUCTION ENGINEER

CE J
CAP
ICE
OCE
SCS
RECEIVED
DEC 8 1983
CONSTRUCTION SECTION

SUBJECT: Time Extension Request
Nylund Rd.-Roaring Cr. Section
South Santiam Highway
Contract #9515

Morse Brothers, by the attached formal request, which contains the consent of their surety, asks that contract time be increased from 450 calendar days (cds) to a new total of 516, or an increase of 66 cds. Accompanying the request is an October 26 letter from their Construction Manager Robert R. Reinhard, which lists ten specific reasons why the contract time should be increased.

Project Manager J. M. Martin, in his attached December 2, 1983 transmittal letter and analysis, details the exact dates involved and concludes a 31 cd extension is appropriate. Actually, I would recommend expanding this time by a 7/5ths factor to convert from workdays to actual cds. However, the second notification was issued November 14 when 470-½ cds were charged, meaning that only a 20-½ cd extension is necessary to eliminate all liquidated damages on this project. Please proceed to do so.

It is interesting to note that although the project manager considers a second notification appropriate, he is not ready to call for a final inspection for another 10 days or two weeks. I believe our people have become over-generous in stopping the contractor's time, yet leaving clean-up items to be performed. I don't mind seeing them hold a second notification in their office for a day or two and have it dated for when the basic work was completed and then issue it a day or two later, if the contractor has actually performed the incidental items. However, when the incidental items are not expeditiously performed, then the time count should be left in effect. Otherwise, as much as several months or a year later, the record could show the project completed and yet the incidental items could still be left undone.

GWW:sh
Attachments

cc: Jack Martin: What an excellent, concise, yet fully detailed, understandable and practical report.

12-23-83

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 20½ C.D. due to performance of added and extra work.

O. B. [illegible]

CL 83-270

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 12 1983
NORMA PAULUS
SECRETARY OF STATE

December 9, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9515

Ingersoll-Rand Equipment Sales
240 S.E. Clay Street
Portland, OR 97214

Attention: Lin F. Gilliland
Credit Manager

Gentlemen:

This will acknowledge a copy of your letter to Safeco Insurance Company dated December 1, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Ingersoll-Rand
AMOUNT:	$5,600
FOR:	Rentals
AGAINST (Prime contractor):	Morse Bros., Inc.
SUBCONTRACTOR:	R & P Ventures, Ltd.
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

NOTED ON CARD
12-14-83 [illegible]

We note that you have sent a copy of this claim to the prime contractor. We will forward your claim to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State -- Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

INGERSOLL-RAND

Sales - Service - Rentals
Ingersoll-Rand Equipment Corporation
240 SE Clay Street
Portland, OR 97214
(503) 232-0151

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

December 1, 1983

Safeco Insurance Company
Safeco Plaza
Seattle, Washington 98185

Re: Morse Brothers, Inc.
Bond #2972934

Gentlemen:

Ingersoll-Rand Equipment Sales hereby makes formal claim against your bond #2972934 issued to Morse Brothers, Inc. in the amount of $5,600.00 for rentals on an Ingersoll-Rand Roller supplied for Morse Brothers, Inc.'s sub-contractor, R & P Ventures, Ltd. for State Contract #9515 on the Nylund Road-Roaring Creek project.

Our invoices are as follows:

Inv. #571-19819 — $2,800.00 — 8/1/83 to 8/30/83

Inv. #571-20133 — $2,800.00 — 9/1/83 to 9/30/83

May we please have your check for $5,600.00 to pay these invoices?

Thank you.

Sincerely,
Ingersoll-Rand Equipment Sales

Gilliland

Lin F. Gilliland
Credit Manager

CC: Commission Services
R & P Ventures, Ltd.
Potts-Davis
Morse Brothers, Inc.

LFG:dh

RECEIVED
DEC 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER CONDITIONS BEYOND OUR CONTROL.
ALL CONTRACTS ARE SUBJECT TO APPROVAL BY AN OFFICER OF THE COMPANY. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

DATE: December 8, 1983

TO: Oregon Transportation Commission COM

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Nylund Road-Roaring Creek Section
Santiam Highway, Linn County
Contract No. 9515

This federal-aid hazard elimination project was recently completed and it now appears that the final cost will exceed the project authorization by $368,000 or 16.6 percent.

Additional quantities of cement-treated base material were used in backfilling local shallow soft areas to prevent weak spots in the new roadway. It was also used in increased depth on the soft wet subgrade at the Liberty Road Section to expedite opening of the new connection to traffic late in the fall of 1982. This additional work added more than $77,000 to the cost of the project.

Several of the bid items on the project were simply underestimated in developing plans for the project. Designers anticipated striping and stripe removal work only at major intersections, whereas it was necessary for traffic safety purposes to perform this work throughout the project. Ditches of increased width and depth were found to be necessary for proper drainage at box culverts, larger cross-pipes and in random fill areas. General excavation overran because insufficient quantities were estimated for the required channel change. Aggregate shoulders were underestimated, and signing quantities overran due to the contractor's operations which ran concurrently at several locations, necessitating use of several sets of signs. Altogether the above items added approximately $52,500 to the cost of the project.

Additional costs were incurred in performing extra work consisting of subexcavation of unsuitable material in several locations and backfilling with granular embankment to correct soft foundation conditions. These additional costs amounted to nearly $64,000 and were necessary for construction of a functional project.

Improvement of local drainage facilities and reconstruction of a right-of-way fence which was destroyed during ditch work added approximately $11,500 to the cost of the project.

The largest item contributing to the overrun was in the construction engineering required to handle the increased work and the prolonged work schedule. The contractor's original work schedule anticipated completion of all work by fall of 1982, forcing a commitment of several inspection and survey crews, many of whom were borrowed from other offices and some of whom were comparatively unskilled. When the work was not completed as scheduled, the project had to be re-staffed for 1983.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $368,000 to a new total of $2,578,509.97. This matter will be on the consent calendar for the December 20 meeting.

HHP:mk st

bc: Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

RECEIVED
STATE HWY ENGR
[illegible] '83
REFER TO
FOR
Info | Ind | R/D | D G | Sign | Act | File

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1983

FROM: for Duane A. Christensen
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Nylund Road-Roaring Creek Section
Santiam Highway, Linn County
Contract No. 9515

This federal aid hazard elimination project was recently completed and it now appears that the final cost will exceed the project authorization by $368,000.00 or 16.6 percent.

Additional quantities of cement-treated base material were used in backfilling local shallow soft areas to prevent weak spots in the new roadway. It was also used in increased depth on the soft wet subgrade at the Liberty Road Section to expedite opening of the new connection to traffic late in the fall of 1982. This additional work added more than $77,000 to the cost of the project.

Several of the bid items on the project were simply underestimated in developing plans for the project. Designers anticipated striping and stripe removal work only at intersections, whereas it was necessary for traffic safety purposes to perform this work throughout the project. Ditches of increased width and depth were found to be necessary for proper drainage at box culverts, larger cross-pipes and in random fill areas. General excavation overran because insufficient quantities were estimated for the required channel change. Aggregate shoulders were underestimated, and signing quantities overran due to the contractor's operations which ran concurrently at several locations, necessitating use of several sets of signs. Altogether the above items added approximately $52,500 to the cost of the project.

Additional costs were incurred in performing extra work consisting of subexcavation of unsuitable material in several locations and backfilling with granular embankment to correct soft foundation conditions. These additional costs amounted to nearly $64,000 and were necessary for construction of a functional project.

Improvement of local drainage facilities and reconstruction of a right-of-way fence which was destroyed during ditch work added approximately $11,500 to the cost of the project.

The largest item contributing to the overrun was in the construction engineering required to handle the increased work and the prolonged work schedule. The contractor's original work schedule anticipated completion of all work by fall of 1982, forcing a commitment of several inspection and survey crews, many of whom were borrowed from other offices and some of whom were comparatively unskilled. When the work was not completed as scheduled, the project had to be re-staffed for 1983.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $368,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Jack Martin
R. D. Church
D. E. Swan

COM/MEM/5

OK

November 29, 1983

Salem Sand and Gravel Company
P. O. Box 1008
Salem, OR 97308

CON 5
#9515

Attention: H. O. Walton, Jr.
Controller

Gentlemen:

Thank you for your letter of November 22 advising us that you are in receipt of payment satisfying all claims against Morse Brothers, Inc.

This appears to be in reference to a claim filed in July 1983 in the amount of $4,484.70 for labor and equipment. This claim was against Contract No. 9515 for work on the Nylund Road-Roaring Creek Section of the Santiam Highway in Linn County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dc
cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Noted on Card
11-29-83 dc

SALEM SAND and GRAVEL COMPANY

1375 FRONT STREET, N.E. · P.O. BOX 1008, SALEM, OREGON 97308 · PHONE (503) 393-0711

November 22, 1983

Commission Services
121 Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. Robert Gormsen

Dear Mr. Gormsen,

Today we are in receipt of payment satisfying all claims against Morse Brothers, Inc., et al, on the following project.

Contract Number:	9515
Job Description:	Nyland Road to Roaring Creek section of the Santiam Highway in Linn County.
Prime Contractor:	Morse Bros., Inc. 32260 Hwy 34 Tangent, Oregon 97389
Bonding Company:	Safeco Insurance Co. 4101 S.W. Kruse Way Lake Oswego, Oregon 97034
Bond Number:	2972934

We will appreciate your release of all restrictions related to our claim.

Sincerely,
Salem Sand & Gravel

H.Q. Walton, Jr., Controller

CC: Brad Dennis, Morse Brothers, Inc.
Harold Terpening, Terpening and Sons
Safeco Insurance Co.

RECEIVED
[illegible] 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-259

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 23, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9515

Mr. Robert L. Pickett
26883 Old Holley Road
Sweet Home, OR 97386

Dear Mr. Pickett:

This will acknowledge your letter of November 18, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Robert L. Pickett
AMOUNT:	$3,132.50
FOR:	Dump truck rental
AGAINST (Prime contractor):	Morse Bros., Inc.
SUBCONTRACTOR:	R & P Ventures
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section Santiam Highway, Linn County
SURETY:	Safeco Insurance Company of America
AGENT:	Roland King

VED
NOV 29, 1983
kjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: Secretary of State – Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

ROBERT L. PICKETT, CONTRACTOR

26883 Old Holley Road
Sweet Home, Oregon 97386
PHONE 367-2768

November 18, 1983

To: Robert Gormsen
Community Services
121 Transportation Building
Salem, Oregon, 97310

Dear Mr. Gormsen:

Notice is hereby given that the undersigned Robert l. Pickett, Contractor, has a claim for hourly dump truck rental in the sum of $3,132.50 dollars against the bond taken from R&P Ventures and Safeco Insurance Co. for the work of hauling dirt and rock on State Highway #20 Nyland Road project, State contract #9515, Bond #2972934.

Robert L. Pickett, owner
Robert l. Pickett

RLP/rlp
cc Safeco Insurance Co
Morse Bro. Inc.

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-255

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9515

Mr. C. V. Bridges
37306 Highway 226
Lebanon, OR 97355

Dear Mr. Bridges:

This will acknowledge your letter and statement dated November 8, 1983, filing a claim against the following Highway Division contract:

FILED BY:	C. V. Bridges
AMOUNT:	$2,852.50
FOR:	Truck rental
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	R & P Ventures
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Company of America
AGENT:	Roland King

Nov. 25, 1983
Kgm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible] 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

STATEMENT

FROM C.V. Bridges
37306 Hwy 226
Lebanon, Or. 97355 11-8 1983

TO R+P Ventures

ADDRESS P.O. Box 184

CITY Woodburn, Or. 97071

TERMS Truck Rental @ $35.00 an hour

7-26	thru 8-8	Hours	Amount
	Total hours	81½	$2852.50
	Worked on		
	OSHD Contract #9515		

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr Robert Gormer
Commission Services
121 Transportation Bldg
Salem

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Sir:

Notice is hereby Given that the Undersigned Carl V. Bridges D.B.A. Vern Bridges has a Claim for $2852.50 – 81½ Hrs. Trucking at $35.00 per hr. 7-28-83 to 8-8-83 Dump Trucking.

I Worked for R.O.P. Ventures on the Nyland Road – Roaring Creek Project.
O.S.H.D. Contract #9515
Bonded by United Security & Fidelity in Portland
also By Safeco Ins. & United Pacific Bonding

I Worked on excavation and Hauling excess Dirt from the Project.

I have not Received any Pay for my Services.

Thank You
Carl V. Bridges
37306 - Hiway 226, Lebanon, Ore. 97355

9515

CL 83-254

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED

November 21, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9515

Mr. Al M. Mitchell
4930 SE Spicer Road
Albany, OR 97321

Dear Mr. Mitchell:

This will acknowledge your letter of November 14, 1983, with attached invoice filing a claim against the following Highway Division contract:

FILED BY:	Al M. Mitchell
AMOUNT:	$1,260 plus interest until paid
FOR:	Labor (dump truck work)
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	R. P. Ventures
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section Santiam Highway, Linn County
SURETY:	Safeco Insurance Company of America
AGENT:	Roland King

FILED
Nov 25, 1983
Kjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

4930 S.E. Spicer Rd
Albany Ore.
Nov 14-1983

Robert Gormsen
Service 121 Transportation Bldg.
Salem Oregon

I am filing a claim for payment of $1260. Plus 15% Interest till pd. For Dump truck hire for State Job No 9515 Bond - No 2972934

Dump Truck worked on excavation. Hauling unwanted dirt and rock from a cut to bring up a low grade on another portion of the road. I'm enclosing copy of bill

Sincerely
Al M Mitchell

Al M. Mitchell
4930 S.E. Spicer Rd.
Albany Ore 97321

RECEIVED
NOV 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Al M. Mitchell
4930 S.E. Spicer Rd.
Albany Ore 97321

0295

CUSTOMER'S ORDER NO.	DEPT.	DATE 8-30-83

NAME R. P. Ventures

ADDRESS P.O. Box 184 Woodburn Ore 97071

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT

QUAN.		DESCRIPTION	PRICE	AMOUNT	
8-3	1	Truck Hire 10 hrs @	35 00	350	00
8-4	2	" " 10 hrs @	35 00	350	00
8-5	3	" " 8 hrs @	35 00	280	00
8-6	4	" " 8 hrs @	35 00	280	00
	5				
	6				
	7				
	8				
	9				
	10				
	11				
	12				
	13				
	14				
	15				
	16				
	17				
	18				

RECEIVED
NOV 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REC'D BY

Total $1260.00

Plus 15% Interest till pd.

REDIFORM®
5H 330

KEEP THIS SLIP
FOR REFERENCE

CL83-237

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible] 1983
[illegible]

November 7, 1983

IN REPLY REFER TO
FILE NO:
CON 5
#9515

Diamond G Construction
PO Box 123
Lebanon, OR 97355

Attention: Thomas E. Gray

Gentlemen or Ladies:

This will acknowledge your letter of October 25, 1983, with attached invoices and statement, filing a claim against the following Highway Division contract:

FILED BY:	Diamond G Construction
AMOUNT:	$4,787.50
FOR:	Equipment rental
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	E. & P Ventures, Ltd.
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

Nov. 14 1983
kpm

We note that you have filed this claim letter with the surety and the prime contractor. We will forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

…IAL SIGNED
…BERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

October 25, 1983

Mr. Robert Gormsen
Oregon State Highway Division
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Nylund Road - Roaring Creek OSHD #9515

To: The Oregon State Highway Division

Notice is hereby given that the undersigned, Thomas E. Gray, dba Diamond G Construction has a claim for rental of 977 Cat loader and operator (for the purpose of excavation and loading trucks) on the Nylund Road - Roaring Creek (#9515) job, in the amount of $4787.50 agains the bond #2972934 taken from Safeco Insurance Co., by Morse Bros., Inc.. The aforementioned work was done between 8/1/83 and 8/22/83 (copies of invoices and statement enclosed.

Thomas E. Gray

Thomas E. Gray, dba

DIAMOND G CONSTRUCTION
P.O. Box 123
Lebanon, Or 97355

TG/ag

cc: Morse Bros., Inc.
R & P Ventures
Safeco Insurance Co.

RECEIVED
NOV -2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, OREGON 97355

DATE 8-22-83

Phone 258-8912

R & P Ventures Ltd
PO Box 184
Woodburn Or 97071

TERMS:

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $

DATE	INVOICE NUMBER / DESCRIPTION	CHARGES		CREDITS		BALANCE	
	BALANCE FORWARD ⇨						
8/1/83	Job Invoice # 0549	800	00			800	00
8/2/83	" " 0550	650	00			1550	00
8/3/83	" " 0551	650	00			2200	00
8/4/83	" " 0552	650	00			2850	00
8/5/83	" " 0553	617	50			3467	50
8/6/83	" " 0554	520	00			3987	50
8/8/83	" " 0555	520	00			4507	50
8/22/83	" " 0556	280	00			4787	50

DIAMOND G CONSTRUCTION

Thank You

PAY LAST AMOUNT IN THIS COLUMN

RECEIVED
NOV - 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, ORE. 97355
Phone 258-8912

JOB WORK ORDER
No 0549

CUSTOMERS ORDER NO.
DATE ORDERED
ORDER TAKEN BY
DATE PROMISED ☐ A.M. ☐ P.M.
PHONE 981-0756
MECHANIC
HELPER

BILL TO R & P Ventures Ltd.
ADDRESS P.O Box 184 Woodburn
CITY Woodburn Or 97071
JOB NAME AND LOCATION
DESCRIPTION OF WORK

☒ DAY WORK
☐ CONTRACT
☐ EXTRA

QU.	DESCRIPTION OF MATERIAL USED	PRICE	AMOUNT
10hrs	8/11/83 977L Loader	65/hr	650
	McDaniel Sec		
	Move In		150 00
	#17		

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
		TOTAL LABOR		
		DATE COMPLETED / /		TOTAL

I hereby acknowledge the satisfactory completion of the above described work:
SIGNATURE

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, ORE. 97355
Phone 258-8912

JOB WORK ORDER
No 055

CUSTOMERS ORDER NO
DATE ORDERED
ORDER TAKEN BY
DATE PROMISED
PHONE 981-07
MECHANIC
HELPER

BILL TO R & P Ventures Ltd
ADDRESS P.O Box 184
CITY Woodburn Or 97071
JOB NAME AND LOCATION
DESCRIPTION OF WORK Hwy 20

☒ DAY W
☐ CONTRA
☐ EXTRA

QUANT	DESCRIPTION OF MATERIAL USED	PRICE	AMOUN
10h	[illegible]	[illegible]	65
	Sec		
	#17		

RECEIVED
NOV - 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
		TOTAL LABOR		
		DATE COMPLETED / /		TOTAL

I hereby acknowledge the satisfactory completion of the above described work:
SIGNATURE

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, ORE 97355
Phone 258-8912

JOB WORK ORDER

No 0551

CUSTOMERS ORDER NO	DATE ORDERED
ORDER TAKEN BY	DATE PROMISED ☐ A.M. ☐ P.M.
BILL TO R E P Venture	PHONE [illegible]
ADDRESS PO Box 184	MECHANIC
CITY Woodburn Or 97071	HELPER
JOB NAME AND LOCATION	☐ DAY WORK ☐ CONTRACT ☐ EXTRA
DESCRIPTION OF WORK Hwy 20	

Q	DESCRIPTION OF MATERIAL USED	PRICE	AMOUNT
[illegible]	7/5/83 37 loads	[illegible]	[illegible]
	[illegible] #17		

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
		TOTAL LABOR		

I hereby acknowledge the satisfactory completion of the above described work:

SIGNATURE

DATE COMPLETED / /

TOTAL

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, ORE 97355
Phone 258-8912

JOB WORK ORDER

No 055

CUSTOMERS ORDER NO.	DATE ORDERED
ORDER TAKEN BY	DATE PROMISED
BILL TO R E P Venture Ltd	PHONE [illegible]
ADDRESS PO Box 184	MECHANIC
CITY Woodburn Or 97071	HELPER
JOB NAME AND LOCATION	☑ DAY W ☐ CONT ☐ EXTRA
DESCRIPTION OF WORK Hwy 20 [illegible] #17	

QUANT	DESCRIPTION OF MATERIAL USED	PRICE	AMOUN
[illegible]	[illegible]	[illegible]	[illegible]

RECEIVED
NOV - 8 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
		TOTAL LABOR		

I hereby acknowledge the satisfactory completion of the above described work:

SIGNATURE

DATE COMPLETED / /

TOTAL

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, ORE. 97355
Phone 258-8912

JOB WORK ORDER

No 0553

CUSTOMERS ORDER NO
DATE ORDERED
ORDER TAKEN BY
DATE PROMISED ☐ A.M. ☐ P.M.
PHONE 981-0756
MECHANIC
HELPER

BILL TO R E P Ventures Ltd
ADDRESS PO Box 184
CITY Woodburn Or. 97071
JOB NAME AND LOCATION
DESCRIPTION OF WORK Hwy 20
Bid Item #17

☒ DAY WORK
☐ CONTRACT
☐ EXTRA

QUANT.	DESCRIPTION OF MATERIAL USED	PRICE	AMOUNT
9.5hrs	8/5/83 977 loader @	65/hr	617 50

Paul M. Daniels Inc

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
		TOTAL LABOR		
		DATE COMPLETED / /		TOTAL

I hereby acknowledge the satisfactory completion of the above described work:
SIGNATURE

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, ORE. 97355
Phone 258-8912

JOB WORK ORDER

No 0554

CUSTOMERS ORDER NO
DATE ORDERED
ORDER TAKEN BY
DATE PROMISED
PHONE 281-07
MECHANIC
HELPER

BILL TO R E P Ventures
ADDRESS PO Box 184
CITY Woodburn Or 97071
JOB NAME AND LOCATION
DESCRIPTION OF WORK Hwy 20
Bid Item #17

☒ DAY W
☐ CONTR
☐ EXTRA

QUANT	DESCRIPTION OF MATERIAL USED	PRICE	AMOUN
hrs	8/6/83 977 loader @	65/hr	520

Paul M. Daniels Inc

RECEIVED
NOV - 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
		TOTAL LABOR		
		DATE COMPLETED / /		TOTAL

I hereby acknowledge the satisfactory completion of the above described work:
SIGNATURE

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, ORE. 97355
Phone 258-8912

JOB WORK ORDER
No 0555

CUSTOMERS ORDER NO.
DATE ORDERED
ORDER TAKEN BY
DATE PROMISED ☐ A.M. ☐ P.M.
PHONE 981-0756
MECHANIC
HELPER

BILL TO R & P Ventures
ADDRESS P.O. Box 184
CITY Woodburn Or 97071
JOB NAME AND LOCATION
DESCRIPTION OF WORK Hwy 20
Bid Item #17

☐ DAY WORK
☐ CONTRACT
☐ EXTRA

QU.	DESCRIPTION OF MATERIAL USED	PRICE	AMOUNT
8hrs	8/8/83 977 Loader @	65/hr	520 00

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
		TOTAL LABOR		
		DATE COMPLETED / /		TOTAL

I hereby acknowledge the satisfactory completion of the above described work:
SIGNATURE

DIAMOND G CONSTRUCTION
P. O. Box 123
LEBANON, ORE. 97355
Phone 258-8912

JOB WORK ORDER
No 0556

CUSTOMERS ORDER NO.
DATE ORDERED
ORDER TAKEN BY
DATE PROMISED
PHONE 981-07
MECHANIC
HELPER

BILL TO R & P Ventures Ltd
ADDRESS P.O. Box 184 Woodburn
CITY Woodburn Or 97071
JOB NAME AND LOCATION
DESCRIPTION OF WORK Hwy 20
Bid Item #17

☐ DAY W
☐ CONTR
☐ EXTRA

QUANT	DESCRIPTION OF MATERIAL USED	PRICE	AMOUN
4hrs	8/22/83 977 Loader @	65/hr	280

RECEIVED
NOV - 9 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
		TOTAL LABOR		
		DATE COMPLETED / /		TOTAL

I hereby acknowledge the satisfactory completion of the above described work:
SIGNATURE

9515

5

November 1, 1983

CON 5
#9515

Salem Sand and Gravel Company
1375 Front Street, NE
PO Box 1008
Salem, OR 97308

Attention: H. Q. Walton, Jr.
Controller

Gentlemen or Ladies:

This will acknowledge your letter of October 27 concerning a claim which you filed in July against Morse Bros., Inc., on Contract No. 9515 in the amount of $4,484.70.

In July that claim was filed with the Secretary of State and assigned their file number CL-83-131. Under Oregon law, that is our limitation of assistance.

We would suggest that you keep in contact with the surety, Safeco Insurance Company, 4101 SW Kruse Way, Lake Oswego, OR 97034, phone 635-9111, as under the performance bond they are to assure payment if the contractor for some reason cannot pay.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

FKN:kjm

SALEM SAND and GRAVEL COMPANY

1375 FRONT STREET, N.E. . P.O. BOX 1006, SALEM, OREGON 97308 . PHONE (503) 399-0711

October 27, 1983

Commission Services
121 Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. Robert Gormsen

Dear Mr. Gormsen,

On July 1, 1983, we advised you of non-payment for labor and equipment provided by H & H Crane Service of Albany, Oregon, a subcontractor on the State Highway job between Sweethome and Lebanon. To date we still have not received payment and again submit the following information on the general contractor.

Contract Number: 9515

Job Description: Nyland Road to Roaring Creek section of the Santiam Highway in Linn County.

Prime Contractor: Morse Bros., Inc.
32260 Hwy 34
Tangent, Oregon 97389

Bonding Company: Safeco Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

Bond Number: 2972934

Again we submit invoices totaling $ 4,484.70.

We appreciate your assistance in this matter.

Sincerely,
Salem Sand & Gravel

H.Q. Walton, Jr., Controller

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Brad Dennis, Morse Bros., Inc.
Harold Terpening, Terpening and Sons
Safeco Insurance Co.
H & H Crane Service
Employers Insurance of Wausau, Arthur Eby

1379

Salem Sand & Gravel Co.
CONSTRUCTION DIVISION
P.O. BOX 1008
1373 Front Street N. E.
SALEM, OREGON 97308
Phone 399-0711

August 25 19 82

**PLEASE PAY ON INVOICE
NO STATEMENT ISSUED
unless requested**

H L H Crane
P.O. Box 455
Albany, Oregon 97321

INVOICE NO. 8-022
TERMS: NET CASH
2 % per month will be added, for financing, to all accounts more than 30 days in arrears.

Drive piling Sweet Home

8-16-82 thru 8-18-82

15 hrs	Pile driver hammer and operator	@ 65.00	975.00
1½ hrs	10 yd dump W/operator	@ 45.00	67.50
7 hrs	Operator wages	@ 33.79	236.53
3 hrs	Operactr O.T. wages	@ 47.69	143.07
1½ hrs	Hammer operator O.T. wages	@ 13.90	20.85
9½ hrs	Travel pay	@ 2.75/hr	26.12
	Total Amount Due		1,469.07

300

RECEIVED
OCT 11 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1377

Salem Sand & Gravel Co.
CONSTRUCTION DIVISION • P.O. BOX 1008

1333 Front Street N. E.
SALEM, OREGON 97308
Phone 399-0711

January 31 1983

PLEASE PAY ON INVOICE
NO STATEMENT ISSUED
unless requested

H & H Crane
P.O. Box 455
Albany, Oregon 97321

INVOICE NO. 1-022
TERMS: NET CASH
2 % per month will be added, for financing, to all accounts more than 30 days in arrears.

Sweet Home Highway - Moss Cut

1-25-83

Lump Sum	344.00	
		344.00

300

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8

1379

Salem Sand & Gravel Co.
CONSTRUCTION DIVISION *P.O. BOX 1008*

1375 Front Street N. E.
SALEM, OREGON 97308
Phone 399-0711

January 31, 19 83

**PLEASE PAY ON INVOICE
NO STATEMENT ISSUED
unless requested**

E & E Crane
P.O. Box 435
Albany, Oregon 97321

INVOICE NO. 1-020
TERMS: NET CASH.
2 % per month will be added, for financing, to all accounts more than 30 days in arrears.

Sweet Home Hwy bridge -- break footing, clean out, & drive pilings.

1-20-83 & 1-21-83, 1-26-83 thru 1-28-83

13 hrs	35 ton crane W.Oper. & Oiler	@ 93.70	1,218.10	
3 hrs	35 ton crane W/Oper. & Oiler	@ 85.00	255.00	
14½ hrs	Pile driver W/Oper.	@ 65.00	942.50	
5½ hrs	Operator Wages only	@ 33.35	183.43	
3 hrs	Operator Travel Time	@ 1.70	5.10	
1½ hrs	Transport W/Driver	@ 45.00	67.50	
	Total Amount Due			2,671.63

300

RECEIVED
OCT 11 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-

CL 83-226

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 31 1983
NORMA PAULUS
SECRETARY OF STATE

October 28, 1983

IN REPLY REFER TO
FILE NO:
CON 5
#9515

Mr. Dave Phillips
2780 SE Three Lakes Road
Albany, OR 97321

Dear Mr. Phillips:

This will acknowledge your letter dated October 25, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Dave Phillips
AMOUNT:	$1,385.90
FOR:	Dump truck hauling material
AGAINST (Prime contractor)	Morse Bros., Inc.
CONTRACT NO.:	9515
PROJECT:	Nylund Road-Roaring Creek Section, Santiam Highway, Linn County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King.

NOTED ON
Nov. 1 1983

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

October 25, 1983

Commissioners Service Bldg
121 Transportation Bldg
Salem, Oregon 97310

ATTENTION: Robert Gorman/Commissioners Service

Notice hereby is given that the undersigned, Dave Phillips, has a claim for dump truck time hauling dirt from cut used for fill, by Dave Phillips, in the sum of $1330.00 plus $55.90 interest to date for a total of $1385.90, against the bond taken from Morse Bros., for the work of contract # 9515 by Morse Bros.

Sincerely

Dave Phillips

DAVE PHILLIPS

RECEIVED
OCT 27 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 15, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan
Project Unit Engineer

Subject: Program Change
Item No. F-35(8)
Jordan Creek-McNamers Camp Sec.
Wilson River Highway
Tillamook County

I request approval of a program change to increase the scope of work to include installation of guardrail between Devils Lake Fork Wilson River structure (MP 32.11) and Washington County line (MP 32.88), requiring revisions as follows:

1) Project Location: Change to read --- "SR 6, Wash. Co. Line, W 14.7 mi." (This includes 3.89 miles of no work).

2) Character of Proposed Work: Add "Upgrade Guardrail".

3) Work Type Code: Add "SFTY".

4) Project Data: Add "Remove and install guardrail, as directed, between Station 1677+71 and Sta. 1721+12.

The contractor has agreed to perform the additional work at present contract unit bid prices except a new item of "Removal of Existing Guardrail" has been added at an agreed unit price of of $1.65 per lin. ft. Under "Price Agreement No. 15" he will accomplish this additional guardrail work for an estimated total cost of $35,170 with Federal funds of $31,002. Reimbursement for the additional work will be claimed on an actual cost basis.

Enclosed for informational purposes is an unexecuted copy of "Price Agreement No. 15" and a copy of the form, "Work or Change Order Supporting Data".

Upon approval of this program change the Construction Section will forward the proper documents under separate action.

JLG:bkb
Enclosures

cc: C.O. Fredrickson (Region 2)
Ed Hardt (Region M)
C.T. Keasey
General Files

CL 83-131

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9515

Salem Sand & Gravel Co.
P.O. Box 1008
Salem, OR 97308

Attention: H. Q. Walton, Jr.
Controller

Gentlemen:

This will acknowledge your letter of July 1, 1983, with attached invoices filing a claim against the following Highway Division contract:

FILED BY: Salem Sand & Gravel Co.

AMOUNT: $4,484.70

FOR: Labor and equipment 7-22-83

PRIME CONTRACTOR: Morse Bros., Inc.

SUBCONTRACTOR: H & H Crane

CONTRACT NO.: 9515

PROJECT: Nylund Road-Roaring Creek Section, Santiam Highway, Linn County

SURETY: Safeco Insurance Co. of America

AGENT: Roland King

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 1[illegible] 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Safeco Ins. Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State – Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SALEM SAND and GRAVEL COMPANY

1375 FRONT STREET, N.E. • P.O. BOX 1008, SALEM, OREGON 97308 • PHONE (503) 399-0711

July 1, 1983

Commission Services
121 Transportation Building
Salem, Oregon 93310

Attn: Mr. Robert Gormsen

We wish to advise you of non-payment for labor and equipment provided to H & H Crane of Albany, Oregon on the state highway job between Sweethome and Lebanon. In addition to enclosed invoices totalling $4,484.70 we are providing the following information as requested.

Contract Number: 9515

Job Description: Nyland Road to Roaring Creek Section of the Santiam Highway in Linn County.

Prime Contractor: Morse Bros, Inc.
32260 Hwy. 34
Tangent, Oregon 97389

Bonding Company: Safeco Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

Bond Number: 2972934

Further, we wish to clarify that our claim is not against Morse Bros., Inc. themselves but is against the sub-contractor H & H Crane.

Any assistance you may provide in payment for our services will be appreciated.

Sincerely,

SALEM SAND & GRAVEL COMPANY

H. Q. Walton, Jr.
Controller

HQW/shs
CC: Brad Dennis, Morse Bros., Inc.
Harold Terpening, Terpening and Sons
Safeco Insurance Co.

RECEIVED
JUL 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1379

Salem Sand & Gravel Co.
CONSTRUCTION DIVISION • *P.O. BOX 1008*

1373 Front Street N. E.
SALEM, OREGON 97308
Phone 399-0711

August 25 19 82

PLEASE PAY ON INVOICE
NO STATEMENT ISSUED
unless requested

H & H Crane
P.O. Box 455
Albany, Oregon 97321

INVOICE NO. 8-022
TERMS: NET CASH
2 % per month will be added, for financing, to all accounts more than 30 days in arrears.

Drive piling - Sweet Home

8-16-82 thru 8-18-82

15 hrs	Pila driver hammer and operator	@ 65.00	975.00
1½ hrs	10 yd dump W/operator	@ 45.00	67.50
7 hrs	Operator wages	@ 33.79	236.53
3 hrs	Operaotr O.T. wages	@ 47.69	143.07
1½ hrs	Hammer operator O.T. wages	@ 13.90	20.85
9½ hrs	Travel pay	@ 2.75/hr	26.12
	Total Amount Due		1,469.07

300

RECEIVED
JUL 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1379

Salem Sand & Gravel Co.
CONSTRUCTION DIVISION • *P.O. BOX 1008*

1375 Front Street N. E.
SALEM, OREGON 97308
Phone 399-0711

January 31 19 83

PLEASE PAY ON INVOICE
NO STATEMENT ISSUED
unless requested

INVOICE NO. 1-020
TERMS: NET CASH.
2 % per month will be added, for financing, to all accounts more than 30 days in arrears.

H & H Crane
P.O. Box 455
Albany, Oregon 97321

Sweet Home Hwy bridge - break footing, clam out, & drive pilings.

1-20-83 & 1-21-83, 1-26-83 thru 1-28-83

13 hrs	35 ton crane W.Oper. & Oiler	@ 93.70	1,218.10
3 hrs	35 ton crane W/Oper. & Oiler	@ 85.00	255.00
14¼ hrs	Pile driver W/Oper.	@ 65.00	942.50
5½ hrs	Operator Wages only	@ 33.35	183.43
3 hrs	Operator Travel Time	@ 1.70	5.10
1½ hrs	Transport W/Driver	@ 45.00	67.50

Total Amount Due 2,671.63

300

RECEIVED
JUL 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1379

Salem Sand & Gravel Co.
CONSTRUCTION DIVISION
P.O. BOX 1008

1375 Front Street N. E.
SALEM, OREGON 97308
Phone [illegible]-0711

January 31 1983

PLEASE PAY ON INVOICE
NO STATEMENT ISSUED
unless requested

H & H Crane
P.O. Box 455
Albany, Oregon 97321

INVOICE NO. 1-022
TERMS: NET CASH
2 % per month will be added, for financing, to all accounts more than 30 days in arrears.

Sweet Home Highway - Move Out

1-25-83

Lump Sum	344.00	
		344.00

300

RECEIVED
JUL 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-21-2(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20021

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/15/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:
Nyland Road - Roaring Creek

11. GENERAL DESCRIPTION OF WORK
Perform minor or emergency maintenance during shut-down period

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~ADVANCED STAGE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/15/83 as requested in Mr. Keasey's letter of 3/16/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,000 Federal Funds $882.

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

Orig

14. DATE 4/1/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

November 23, 1982

Mr. Donald E. Pier
District Engineer
Northwest Natural Gas Co.
3123 Broadway N.E.
Salem, OR 97303

Natural Gas Main Conflict
Nyland Rd.-Roaring Creek Section
Santiam Highway
Linn County
Project No. F-HES-21-2(12)
Contract No. 9515

Dear Mr. Pier:

During the construction field staking for guard rail, on the subject project, from Station 1389+50 to Station 1438+50 an unanticipated conflict was discovered between guard rail post installation and your existing 8-inch natural gas main. Specific locations of the conflicts are shown marked in red on the attached Sheet No. 10 of our project construction plans. The latest field check has established conflict with 120 guard rail post installations.

Your natural gas main is located on highway right of way, therefore, the cost of relocation to accommodate highway construction is not reimbursable.

The conflict between the guard rail posts and your natural gas main has been discussed with representatives of your Company and it was determined that relocation of the gas main would be costly. In an effort to reduce the cost to your Company, the Highway Division's Region 2 personnel have devised a modified guard rail post installation that would not require relocation of the gas main. A sketch of the modified guard rail post installation is attached.

The modified guard rail installation constitutes a change in construction plans, therefore, the State's contractor was contacted to negotiate a Price Agreement for the additional work. The negotiations resulted in an agreement to pay the contractor an additional $67.50 for each modified guard rail post installation. The additional cost to the State to eliminate the requirement for the relocation of your 8-inch gas main is as follows:

Modified Guard Rail Post Installation

120 Posts @ $67.50 = $8,100.00

RECEIVED
TECHNICAL SERVICES
NOV 24 '82
REFER TO
FOR

Since the modified guard rail post installation is being proposed to eliminate a more costly non-reimbursable gas main relocation, it is Northwest Natural Gas Company's obligation to reimburse the State for the additional cost of installation, $8,100.00.

The Oregon State Attorney General's office has set forth an opinion, based on statutes governing the allocation of highway construction costs, that the cost of non-highway construction (the modified guard rail post installation in this case) must be deposited with the agency administrating the contract in advance of actually performing the work. You would, therefore, be required to deposit with the Oregon State Highway Division a check in the amount of $8,100.00. Adjustments, additional payment or refund, would be made upon completion of the guard rail construction and final count of modified post installations.

If the terms set forth above, for the elimination of your 8-inch gas main conflict is acceptable to your Company, please execute two copies of this letter in the place provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

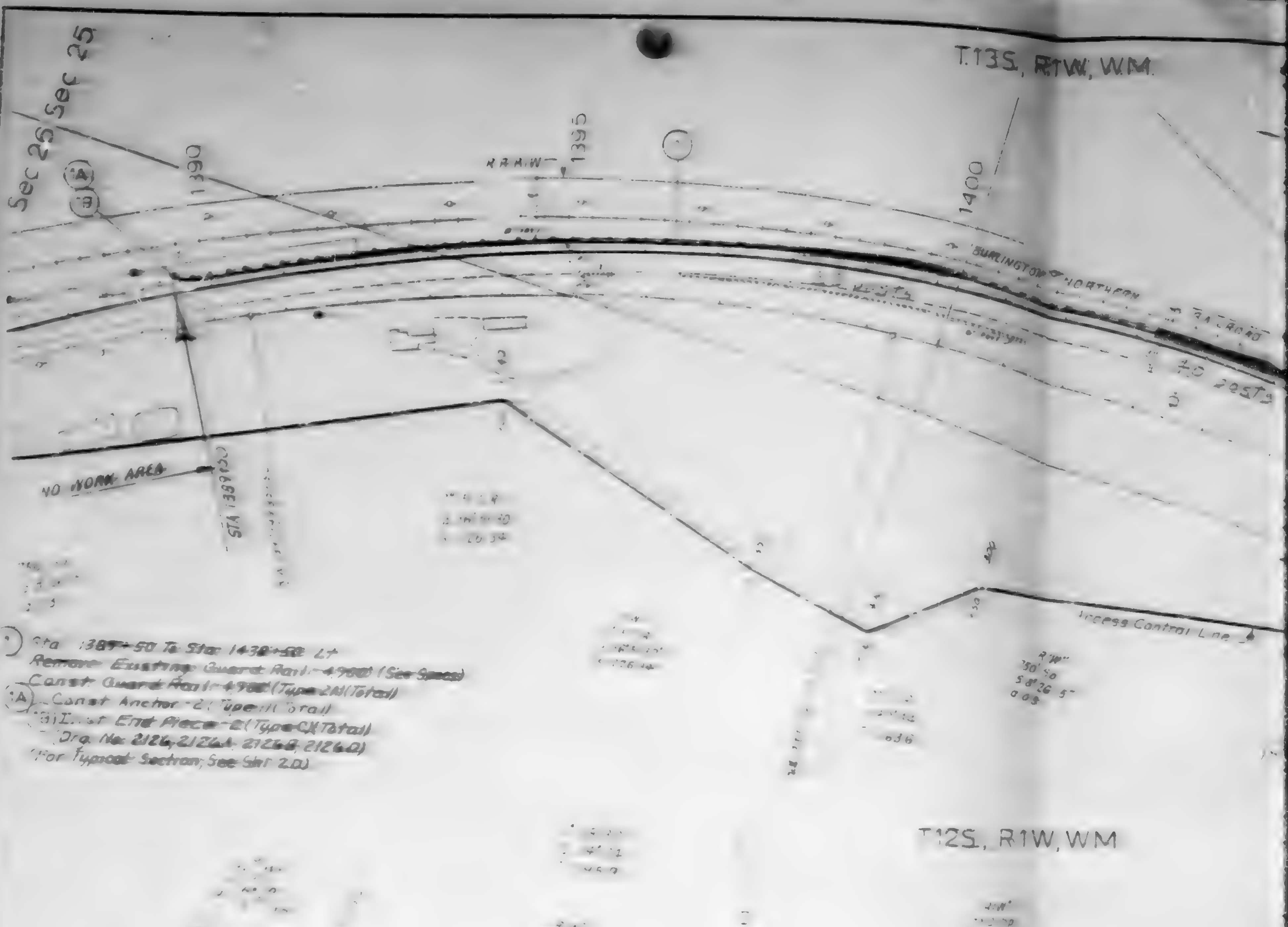
APPROVED
NORTHWEST NATURAL GAS COMPANY

Date ____________________

By ____________________

Title ____________________

Attachment
JMC/llr
bc: E. S. Hunter - w/att.
C. T. Keasey - w/att.
D. E. Swan - w/att.
Gerald Wimer - w/att.
Jack Martin - w/att.
Don Bedford - w/att.

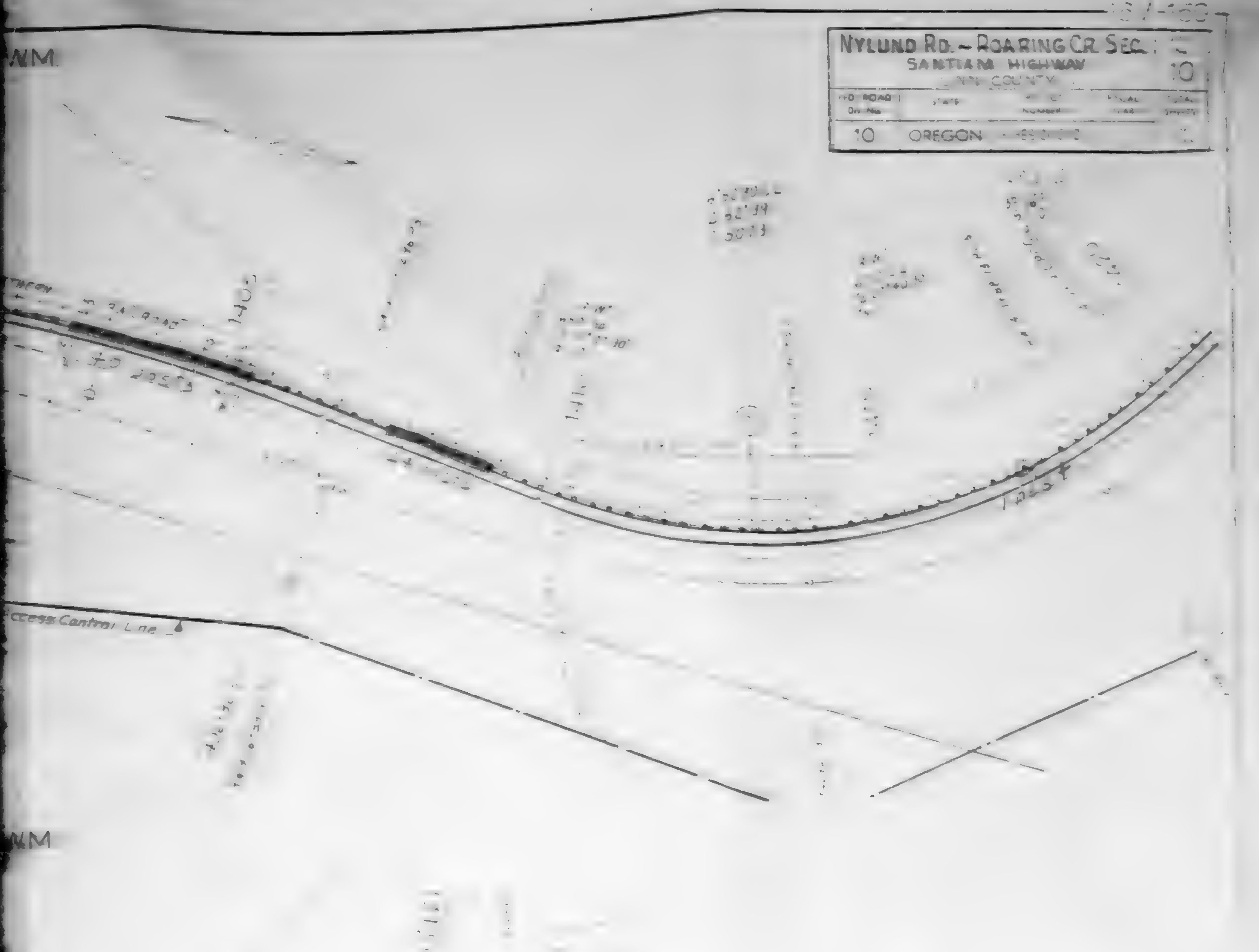

T.13S., R1W, W.M.
Sec 26
Sec 25
Sec 26
Sec 25
1390
1395
1400
R.R.R.W.
BURLINGTON NORTHERN RAILROAD
(A)
(B)
NO WORK AREA
STA 1389+50
Access Control Line
T12S., R1W, W.M.
1420
1435
Access Control Line
Sta 1389+50 To Sta 1438+50 Lt
Remove Existing Guard Rail - 4900' (See Specs)
Const Guard Rail - 4900' (Type 2A)(Total)
(A) Const Anchor - 2 (Type 1)(Total)
(B) Inst End Piece - 2 (Type C)(Total)
(Dwg No 2126, 2126A, 2126B, 2126D)
(For Typical Section; See Sht 2D)

NYLUND RD. – ROARING CR. SEC.

SANTIAM HIGHWAY

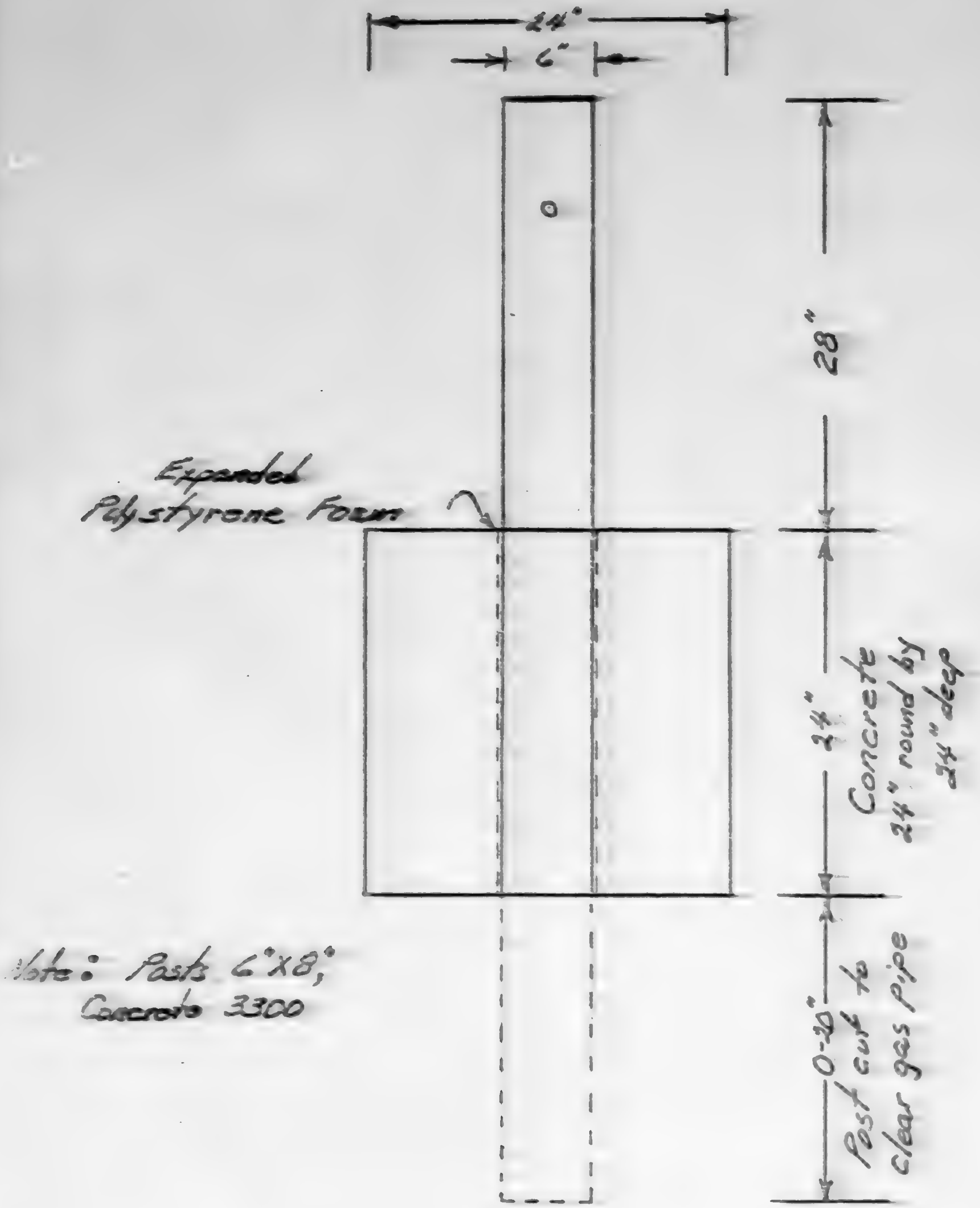
LINN COUNTY

FD. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	[illegible]		



Access Control Line
END OF PROJECT
STA 1438+50
F-HES-21-2(12)

120 posts total


24"
6"
28"
Expanded Polystyrene Foam
24"
Concrete 24" round by 24" deep
0-20"
Post cut to clear gas pipe

Note: Posts 6"X8",
Concrete 3300

7515

FILE

June 30, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 1, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 1, 1982 on the following projects:

1. NE Union Avenue-NE 39th Avenue
   Columbia River Highway, Multnomah County
   Grading, Paving and Structures

   Interstate Highway reconstruction. Use of this section by bicycles, pedestrians and slow-moving vehicles is prohibited. Sidewalks will be constructed on some adjacent streets and freeway o'xings where such streets and o'xings are being revised.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(a), which states, "footpaths and trails are not required to be established . . . where the establishment of such paths and trails would be contrary to public safety."

2. Rogue Valley Mall (Medford)
   Crater Lake and Rogue Valley Highways, Jackson County
   Traffic Signals

   Pedestrian signals will be installed

3. Nylund Road-Roaring Creek
   Santiam Highway, Linn County
   Grading, Paving, Structures and Signing

   Intermittent construction, four lane with left-turn median. Primarily eight-foot shoulders on four-lane section and four-foot shoulders on the two-lane section. Eight-foot shoulders on structure.

   Project will be striped and signed with shoulder bikeway designated on eight-foot shoulder section and "BIKES ON ROADWAY" signing on four-foot shoulder sections.

4. Jordan Creek-McNamers Camp
Wilson River Highway, Tillamook County
Grading and Paving

Twelve-foot lanes, a left-turn median section and a climbing lane section, all with four-foot shoulders for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which state, "footpaths and trails are not required to be established . . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

155

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-7-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO. F-HES-21-2(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20021

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/9/82

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:
Nylund Road – Roaring Creek Section

11. GENERAL DESCRIPTION OF WORK
Grading, paving, structures and signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Temporary Erosion Control $2,000
Permanent Pavement Striping S.F. $4,900
Asphalt Cement Adjustment $26,000
on the job Training $800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/7/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,576,395 Federal Funds $2,244,338.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
[illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 6/9/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hussner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: D. H. Moehring
Program Management Engineer

DATE: June 8, 1982

FROM: Robert N. Bothman Bothman
Assistant State Highway Engineer

SUBJECT: Vail Creek-Harmony Road
Santiam Highway
Linn County

NOTED
E. S. HUNTER

Scott approved going to contract with the second unit of the subject project (extended). Commission approval will not be required.

I reviewed the project with Gerry Wimer who checked and received approval from the local jurisdictions involved to proceed as proposed by Ed Hunter.

Approval to proceed with the project is on the basis that the project is as originally envisioned in the Six-Year Program. The Six-Year Program cost estimate includes $3.6 million plus $200,000 HES for this section.

The first unit was contracted at a cost of $2.3 million. The second unit is estimated at $2.6 million or $2.9 million with E and C, providing a total project cost of $5.2 million.

Ed is estimating a 20 percent underrun which would save $600,000. The HES justification has increased from $200,000 to $500,000.

Some rational brings the overall cost of the project within 10 percent of the estimate in the Six-Year Program.

This exercise established the policy that in the future we will keep our projects within the scope of the Six-Year Program. If that scope is changed, we will take the project to the Commission for approval. If we were to start over with the Vail Creek-Harmony Road project, we would likely confine it to the original scope.

Please bring to my attention any projects which are submitted to you for programming that are substantially changed in scope from those in the Six-Year Program. I would also appreciate indication of any other information which would lead to belief that a change in scope is being put into place without approvals.

My intent is to maintain the credibility of the Six-Year Program.

RNB:lb

cc E. S. Hunter
Gerry Wimer
W. E. Schwartz

RECEIVED
TECHNICAL SERVICES
JUN 8'82
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves

1515

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No:
DES 23
4242A

June 8, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

for L. L. Wallace, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Noble Slough Bridge
Nylund Road - Roaring Creek Section
Santiam Highway
Linn County
BR 4242A

Plans for the subject project call for removal and replacement of the existing structure which consists of precast concrete bathtub panels and precast curb panels.

The existing precast concrete deck and curb panels are to be salvaged by the contractor and become the property of the State. It is felt that these are of little value to anyone but the State Maintenance Forces. The salvage value will be partially offset by the cost to the State to clean and store the panels.

Your concurrence is requested that the precast concrete elements become the property of the State with a tranfer of $100 for salvage.

GDA:jrb

cc: ✓E. S. Hunter
D. H. Moehring
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
JUN 9 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

4-15

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

RECEIVED
STATE HWY ENGR
MAY 28 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

May 27, 1982

NOTED
W. E. SCHWARTZ

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Vail Creek - Roaring Creek
S. Santiam Highway
Linn County

Dear Mr. Wilken:

The subject project is scheduled for two lettings, May 27 and June 24. The section between Vail Creek and Nylund Road is scheduled for the May 27 date and the Nylund Road-Roaring Creek section is slated for June 24. This letter is intended to inform you of recent changes in the project, and reevaluate the adequacy of the final environmental impact statement in accordance with DOT Order 5610.1C, paragraph 19.

This project was first evaluated in a draft and final environmental statement with design approval being granted February 28, 1972. All the required right-of-way was subsequently purchased, so the proposed improvements require no new right-of-way. The project was not contracted earlier because of limited funds and higher priorities elsewhere in the state.

In 1981 the proposal evaluated in the EIS was downscoped to include only a pavement overlay, grading and paving of shoulders, and turning lanes at several intersecting county roads. The downscoped version was classified as Categorical Exclusion as concurred in by your office August 28, 1982.

In late 1981, the Department of Transportation began conducting public meetings on drafts of the Six Year Highway Improvement Program. As a result of these meetings and requests made by local delegations, the downscoped project was dismissed and an updated version of the 1971 proposal was added to the final program approved in January 1982 by the Oregon Transportation Commission.

As stated at the beginning of this memorandum, the project scheduled for contracting is for the section between Vail Creek and Roaring Creek, a distance of 7.8 miles. The proposal evaluated in the EIS extended to Sweet Home, for a total length of 9.6 miles. The subject project was reduced in length to match available funds. It contains four work sections (6.4 miles) and two sections where no work will be done (1.4 miles).

The improvement proposed for the section between Vail Creek and Nylund Road (M.P. 18.1 - M.P. 21.0) is very similar to that evaluated in the EIS, with the typical section being narrowed from 84 feet to 78 feet. This reduction was accomplished by reducing the median width from 18 feet to 16 feet, and the shoulder width from 8 feet to 6 feet. Current plans for this section also include the realignment of the Sodaville-Waterloo Road/S. Santiam Highway intersection; this change was not included in the EIS. It was added to provide better sight distance for improved traffic safety and can be done without any adverse impacts.

The section between Nylund Road and Roaring Creek consists of three work units: 1) M.P. 21 to 23; 2) M.P. 24.0 to 24.6; and 3) M.P. 25.0 to 24.9. The first work unit has the same typical section as Vail Creek-Nylund Road. Two intersections, Santiam Terrace and Liberty Road, will be realigned as a part of the project to provide better sight distnace and improved safety. The realignments were not identified in the EIS, but they can be accomplished inside existing right-of-way and no adverse impacts have been identified. The first unit has another construction feature not evaluated in the EIS--the replacement of the Noble Slough Bridge with a five lane structure. The additional bridge width requires a small channel modification and riprap to accommodate the wider structure. The slough is considered a wetland, and an analysis is currently being done to determine the extent of impacts and appropriate mitigation measures. As soon as the results are available, they will be forwarded to your office in the form of a wetlands finding. We are coordinating this matter with the Oregon Department of Fish and Wildlife, and they have indicated that the impacts to the slough are minor, requiring only standard mitigation measures.

The second work unit of the Nylund Road - Roaring Creek Section involves construction of a three-lane section for a distance of 0.6 mile between Dew Road and Harmony Road; additional travel lanes would not be added here. The third and final work unit is for the replacement of badly deteriorated guardrail; no road work is proposed. The final change to the project put forth in the EIS, which is common to the entire project, is the elimination of a separate bike path. Current plans specify double striping of the shoulders and signing for bicycle use on the five lane section of highway.

The proposed project has been reviewed for potential cultural resource impacts and noise impacts. The evaluation for the presence of cultural resources concluded that the project would not affect any known resources. The noise study concluded that approximately 22 residences on the south side of the highway would be exposed to levels in excess of 67 dBA, Leq. Since these residences are served by driveways and noise barriers would require openings that would make them ineffective, noise mitigation is not proposed.

In conclusion, our review of the current project and its impacts concludes that the final EIS is valid, with the changes noted above. The present proposal is very similar to the 1971 plan, and public meetings held in conjunction with 6-Year Program updating indicated that the project is still strongly supported. Importantly, right-of-way for the project was purchased in 1972-73, so no new right-of-way is required for the current project. Modifications to the 1971 concept have not produced any significant adverse environmental impacts, nor has the existing environment significantly changed since the final EIS was adopted. On the basis of this reevaluation, I request your concurrence that further environmental documentation is unnecessary.

Sincerely,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:CG:lb

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. O. Fredrickson

1982 Jordan Ck.-McNamers Camp 9516
Sec. of the Wilson River Hwy.
(Grading and Paving)

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	State OREGON
MONTHLY TRANSACTION NUMBER 9-187	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County TILLAMOOK
PROJECT REPORT NUMBER		Project Number F-35(8)
MODIFICATION NUMBER 7		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 28 19 82

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,465,655.00	$ 3,454,310.00
Federal funds	$ 3,056,014.00	$ 3,046,010.00
Other revisions		

This modification is made for the following reasons To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______ 19__

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7/83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 22, 1986

FEDERAL AID PROJECT NO. F-35(8)

JORDAN CREEK-McNAMERS CAMP SECTION
WILSON RIVER HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 940+00 to Sta. 1470+00)

SUBTOTAL from estimate of March 20, 1985		$3,088,237.36
	SUBTOTAL	$3,088,237.36
	Engineering	366,072.64
	TOTAL	$3,454,310.00

Length of Roadway	10.038 miles
Cost of Roadway Per Mile	$344,123.34

Federal Funds (88.18%)	$3,046,010.00
State Funds	408,300.00
TOTAL	$3,454,310.00

Appn Code: 010
SubJob 010: 0%; SubJob 011: 100%
Contract No. C09516
Prefix: C029-1970
Prefix: C029-1011

DDB:pf

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 3-181

PROJECT REPORT NUMBER

MODIFICATION NUMBER 6

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved: O M B No. 04-R2089

State: Oregon

County: Tillamook

Project Number: F-35(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,455,008.00	$ 3,465,655.00
Federal funds	$ 3,046,626.00	$ 3,056,014.00
Other revisions		

This modification is made for the following reasons: to include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of March, 1985

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 20, 1985

FEDERAL AID PROJECT NO. F-35(8)

JORDAN CR.-MC NAMERS CAMP SECTION
WILSON RIVER HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I-0000
ROADWAY (STA. 940+00 TO STA. 1470)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagman	$ 21.00	5,540	$ 116,340.00	6,047	$ 126,987.00	
	Subtotal		$ 116,340.00		$ 126,987.00	
					Increase	$ 10,647.00
			Subtotal from estimate of May 10, 1984			3,077,590.36
					Subtotal	$3,088,237.36
					Engineering	377,417.64
					Total	$3,465,655.00

Length of Roadway	10.038 mi.
Cost of Roadway Per Mile	$ 345,253.54

Federal Funds (88.18%)	$3,056,014.00
State Funds	409,641.00
Total	$3,465,655.00

Group 1	100%
Contract No.	9516
Prefix:	29-1970
Prefix:	29-1011
Appn Code	010

WH:bkb

7516

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TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-110		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Tillamook
MODIFICATION NUMBER 5		Project Number F-35(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,446,004	$ 3,455,008
Federal funds	$ 3,038,686	$ 3,046,626
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of [illegible], 19 84

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 10, 1984

FEDERAL AID PROJECT NO. F-35(8)

JORDAN CR.-MC NAMERS CAMP SECTION
WILSON RIVER HIGHWAY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I-000
ROADWAY (STA. 940+00 TO STA. 1470)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Modified ME Inlets (P.A. #5)	$ 950.00	----	$ ----	2	$ 1,900.00	
Modified G-2 Inlets (P.A. #5)	500.00	----	----	6	3,000.00	
Type CL-6 Fence (P.A. #9)	14.30	----	----	287	4,104.10	
				Subtotal	$ 9,004.10	
					Increase	$ 9,004.10
					Subtotal of Previous Estimate	3,068,586.26
					Subtotal	$3,077,590.36
					Engineering	377,417.64
					Total	$3,455,008.00

LENGTH OF ROADWAY	10.038 mi.
COST OF ROADWAY PER MILE	$344,192.86
FEDERAL FUNDS (88.18%)	$3,046,626.00
STATE FUNDS	408,382.00
TOTAL	$3,455,008.00

Group 1	100%
Contract No.	9516
Prefix:	29-1970
Prefix:	29-1011

RHZ:bkb

9576

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-136	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	4-3-84	County Tillamook
MODIFICATION NUMBER 4		Project Number F-35(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,420,000.00	$ 3,446,004.00
Federal funds	$ 3,015,756.00	$ 3,038,686.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 19 84

Oregon State Highway Division
(Official name of Highway Agency)

By:

Manager, Program Section
(Title)

~~By~~ For H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. F-35(8)

Jordan Cr.-McNamers Camp Section
Wilson River Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1-0000
Roadway (Sta. 940+00 to Sta. 1470

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagman	21.00	4,300	$90,300.00	5,540	$116,340.00	
		Subtotals	$90,300.00		$116,340.00	
					Increase	$ 26,004.00
					Subtotal of Prev. Estimate	3,042,582.26
					Subtotal	$3,068,586.26
					Engineering	377,417.74
					Total	$3,446,004.00

Length of Roadway - - - - - - - - - - -	10.038 Mi.
Cost of Roadway Per Mile - - - - - - -	$343,295.47
Federal Funds (88.18%) - - - - - - - -	$3,038,686.00
State Funds - - - - - - - - - - - - - -	407,318.00
Total	$3,446,004.00

Group 1 - 100%
Contract No. 9516
Prefix: 29-1970
Prefix: 29-1011

RHZ:mld

9516

Gen. File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-187		
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Tillamook
MODIFICATION NUMBER 3	[illegible]	Project Number E-35(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,397,275.00	$ 3,420,000.00
Federal funds	$ 2,995,717.00	$ 3,015,756.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of December, 19[illegible].

Oregon State Highway Division
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON December 19, 1983

FEDERAL AID PROJECT No. F-35(8)

Jordon Cr. - McNamers Corp. Section
Wilson River Highway
Tillamook County

Revised Project Agreement Estimate

Type Code 1000
Roadway (Sta. 940+00 to Sta. 1470)

Subtotal of previous estimate of November 7, 1983				$ 3,021,379.76
Additional Items				
Extra for asphalt w/antistrip additive (P.A. #10)	2,827	Ton	75.00	$ 21,202.50

Increase	$ 21,202.50
Subtotal	3,042,582.26
Engineering	377,417.74
Total	$ 3,420,000.00

Length of Roadway	10.038 mi.
Cost of Roadway Per Mile	$340,705.31

Federal Funds (88.18%)	$3,015,756.00
State Funds	404,244.00
Total	$3,420,000.00

Group I	100%
Cont. No.	9516
Prefix:	29-1970
Prefix:	29-1011

RHZ:lks

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TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 11-126	State Oregon
PROJECT REPORT NUMBER	County Tillamook
MODIFICATION NUMBER 2	Project Number F-35(8)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-15-85

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 19 82. is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,276,000.00	$ 3,397,275.00
Federal funds	$ 2,888,776.00	$ 2,995,717.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of November, 198_.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

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Oregon State Highway Division
Salem, Oregon November 7, 1983

Federal-Aid Project No. F-35(8)

Jordan Cr.-McNamers Camp Section
Wilson River Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 940+00 to Sta. 1470)

Subtotal of previous estimate of August 18, 1983		$ 2,900,104.43
Additional Items		
Reconstruct Detour Connections (E.W.O. #1)	All Required	$ 91,247.28
Construct Filter Trenches (E.W.O. #2)	All Required	9,576.29
Place Grouted Riprap @ Box Culvert (E.W.O. #3)	All Required	7,496.00
Remove & Replace Cold Patches (E.W.O. #4)	All Required	12,955.16
		$ 121,275.33
	Subtotal	$ 3,021,379.76
	Engineering	375,895.24
	Total	$ 3,397,275.00
Length of Roadway		10.038 mi.
Cost of Roadway Per Mile		$ 338,441.42
Federal Funds (88.18%)		$ 2,995,717.00
State Funds		401,558.00
Total		$ 3,397,275.00

Group 1	100%
Contract No.	9516
Prefix:	29-1970
Prefix:	29-1011

7510

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-113		County Tillamook
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-35(8)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,090,849.00	$ 3,276,000.00
Federal funds	$ 2,725,510.00	$ 2,888,776.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

for Manager, Program Section
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 18, 1983

Federal-Aid Project No. F-35(8)

Jordan Cr.-McNamers Camp Section
Wilson River Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 940+00 to Sta. 1470+00)

Subtotal of previous estimate of July 9, 1982	$ 2,747,421.42

Previous Estimate

Flagman	2,000	Hour	21.00	$ 42,000.00
General Excavation	29,510	Cu. Yd.	5.50	162,305.00
1"-0 Aggregate Base	24,500	Ton	5.75	140,875.00
Conc. in Box Culverts	188	Cu. Yd.	314.69	59,161.72
				$ 404,341.72

Revised Estimate

Flagman	4,300	Hour	21.00	$ 90,300.00
General Excavation	44,000	Cu. Yd.	5.50	242,000.00
1"-0 Aggregate Base	28,000	Ton	5.75	161,000.00
Conc. in Box Culverts	202.5	Cu. Yd.	314.69	63,724.73
				$ 557,024.73

Increase	$ 152,683.01
Subtotal	$ 2,900,104.43
Engineering	375,895.57
Total	$ 3,276,000.00

Length of Roadway	10.038 mi.
Cost of Roadway Per Mile	$ 326,359.83
Federal Funds	$ 2,888,776.00
State Funds	387,224.00
Total	$ 3,276,000.00

Group 1 100%
Contract No. 9516
Prefix: 29-1970
Prefix: 29-1011

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-102	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Tillamook Project No. F-35(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jordan Cr. - McNamers Camp

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-9-82	10.038
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 3,090,849.00	FEDERAL FUNDS $ 2,725,510.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 9, 1982

Federal-Aid Project
No. F-35(8)

Jordan Cr.-McNamers Camp Section
Wilson River Highway
Tillamook County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 940+00 to Sta. 1470+00)

Furnishing Field Laboratory		All Required	$ 2,500.00
Mobilization		All Required	242,333.00
Temporary Protection and Direction of Traffic		All Required	9,500.00
Temporary Signs	620 Sq. Ft.	15.00	9,300.00
Temporary Barricades	14 Each	80.00	1,120.00
Temporary Continuous Rail Barriers, Reflectorized	300 Lin. Ft.	4.25	1,275.00
Temporary Plastic Safety Markers	60 Each	75.00	4,500.00
Flagmen	2,000 Hr.	21.00	42,000.00
Pilot Car	700 Hr.	25.00	17,500.00
Clearing and Grubbing		All Required	8,650.00
Removal of Structures and Obstructions		All Required	6,300.00
General Excavation	29,510 Cu. Yd.	5.50	162,305.00
Ditch Excavation	45 Cu. Yd.	20.00	900.00
Trench Excavation	2,170 Cu. Yd.	6.00	13,020.00
Finishing Roadbed and Slopes	10 Mile	400.00	4,000.00
Watering	680 M-Gal.	12.00	8,160.00
1"-0 Aggregate Base	24,500 Ton	5.75	140,875.00
Cement Treated Base	73,100 Sq. Yd.	1.00	73,100.00
Cement for Treated Base	2,600 Ton	70.60	183,560.00
Aggregate for Treated Base	7,500 Ton	5.11	38,325.00
Asphalt in Chip Seal	78 Ton	164.10	12,799.80
Aggregate in Chip Seal	800 Ton	7.41	5,928.00
Class "B" Asphalt Concrete Mixture	52,300 Ton	11.90	622,370.00
Asphalt Cement in Mixture	2,900 Ton	175.85	509,965.00
Membrane Waterproofing	1,716 Sq. Yd.	9.25	15,873.00
Asphalt in Tack Coat	65 Ton	200.00	13,000.00
12-inch Culvert Pipe	580 Lin. Ft.	13.80	8,004.00
18-inch Culvert Pipe	1,150 Lin. Ft.	18.40	21,160.00

24-inch Culvert Pipe	78 Lin. Ft.	21.50	1,677.00
30-inch Culvert Pipe	12 Lin. Ft.	39.90	478.80
36-inch Culvert Pipe	22 Lin. Ft.	56.00	1,232.00
48-inch Culvert Pipe	42 Lin. Ft.	67.50	2,835.00
Extra for Pipe Under Pavement	70 Lin. Ft.	11.00	770.00
Concrete Inlets, Type G-2	3 Each	368.00	1,104.00
6-inch Drain Pipe	2,090 Lin. Ft.	5.50	11,495.00
Filter Fabric	1,850 Sq. Yd.	0.90	1,665.00
Gravel in Drains	220 Cu. Yd.	9.60	2,112.00
Concrete in Box Culverts	188 Cu. Yd.	314.69	59,161.72
Reinforcement in Box Culverts	31,000 Lbs.	0.49	15,190.00
Railroad Rail	1,280 Lin. Ft.	7.60	9,728.00
Fish Baffles	36 Each	243.35	8,760.60
Debris Barrier		All Required	3,200.00
Guardrail, Type 2A	33,725 Lin. Ft.	8.00	269,800.00
Guardrail, Type 3	350 Lin. Ft.	17.00	5,950.00
Guardrail Anchors, Type 1	64 Each	300.00	19,200.00
Guardrail Anchors, Type 2	20 Each	325.00	6,500.00
Extra for Guardrail Bridge Connection	14 Each	170.00	2,380.00
Rail End Pieces, Type B	23 Each	45.00	1,035.00
Rail End Pieces, Type C	54 Each	80.00	4,320.00
Rail End Pieces, Terminal Connector	2 Each	300.00	600.00
Extra for 8-foot Posts	350 Each	25.00	8,750.00
Extra for Asphalt Approaches	123 Each	75.00	9,225.00
Concrete Barrier	575 Lin. Ft.	19.00	10,925.00
Loose Riprap, Class 100	16 Cu. Yd.	30.00	480.00
Loose Riprap, Class 700	145 Cu. Yd.	25.00	3,625.00
Filter Blanket	14 Cu. Yd.	30.00	420.00
Delineators, Type 2	322 Each	17.00	5,474.00
Delineators, Type 3	6 Each	21.50	129.00
Delineators, Type 4	182 Each	8.25	1,501.50
Adjusting Inlets	1 Each	300.00	300.00
Roadside Seeding and Mulching	5 Acre	635.00	3,175.00
		Total	$2,651,521.42

Anticipated Items		
Permanent Signing	All Required	$ 10,000.00
Permanent Pavement Striping	All Required	7,000.00
Temporary Pavement Striping	All Required	2,000.00
Temporary Erosion Control	All Required	100.00
Asphalt Cement Adjustment	All Required	76,000.00
On-the-job Trainees (1-1000 X $800)	All Required	800.00
		$ 95,900.00

Subtotal	$2,747,421.42
Engineering	343,427.58
Total	$3,090,849.00

Length of Roadway --------	10.038
Cost of Roadway Per Mile--	$307,914.82

Federal Funds (88.18%)	$2,725,510
State Funds	365,339
TOTAL	$3,090,849

Group 1 100%
Contract No. 9516
Prefix: 29-1970
Prefix: 29-1011

Jordan Creek-McNamers Camp Section (Nonparticipating-State Work)

State Responsibility for Damages	All Required	$ 6,500.00

STATE COPY

jc cc: OSHD (L. W. Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT 4/23/86	REPORT MADE BY 4-23-86 W. H. Kappus, Area Engineer		PROJECT NO. F-35(8)
COMPLETION DATE (Actual) 10/26/83	ACCEPTANCE DATE BY CONRTACT AGENCY December 31, 1985	TIME ELAPSED 100 %	CONTRACT TIME 325 CWD 55 CWD Extension

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JORDAN CREEK - MC NAMERS CAMP
WILSON RIVER HIGHWAY
Grading, Paving and Structures

This 3R project provided for overlaying the existing two lanes, adding two 4-foot paved shoulders, replacing the Dog Creek Box culvert, adding a 4500-foot climbing lane, and a general safety upgrading.

The contract work was awarded to Morse Bros. Inc. on July 8, 1982. Work started July 20, 1982 and was completed October 26, 1983. Contract costs overran by approximately 8% and involved three changes. These three changes included the upgrading of an additional 3400 feet of substandard guardrail originally outside the section limits (project limits were extended to include this area), the addition of a pedestrian bridge, and the redesign (and reconstruction) of the Dog Creek culvert detour.

Final inspection of the completed project was made October 26, 1983.

- WHK -

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
APR 28 '86
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE William H. Kappus	SIGNATURE
TITLE Area Engineer DATE 4/24/86	TITLE Field Operations Engineer DATE 4/25/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

January 30, 1986

CON 5
#9516

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9516 awarded to Morse Bros., Inc. for the work on the Jordan Creek-McNamers Camp Section of the Wilson River Highway in Tillamook County was completed on February 6, 1985, and accepted by the State Highway Division on December 30, 1985.

Final payment in the amount of $1,446.93 will be released to the contractor after February 5, 1986. The total contract amount is $3,001,900.47 including $137,844.78 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jordan Cr-McNamers Camp

WEEK ENDING: 1-21-84

SECTION PREFIX: 29-1011

HIGHWAY: Wilson River

COUNTY: Tillamook

NAME OF JOB: Jordan Cr.-McNamers Camp

KIND OF WORK: Grading and Paving

CONTRACTOR: Morse Bros. Inc.

CONTRACT NUMBER: 9516

FEDERAL AID PROJECT NUMBER: F-35 (8)

DATE OF CONTRACT: July 8, 1982

DATE WORK STARTED: June 20, 1982

ESTIMATED COMPLETION DATE: October 22, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 380

CALENDAR DAYS USED: 371

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98 %

PROJECT AUTHORIZATION: $ 3,415,837.72

EXCLUSIVE OF ENGINEERING: $ 3,090,793.21

ENGINEERING AUTHORIZATION: $ 325,044.51

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 101 %

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,077,817.08

ENGINEERING COST TO DATE: $ 307,411.09

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104 %

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 6.9 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: October 26, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1-15		0		
MONDAY 1-16		0		
TUESDAY 1-17		0		
WEDNESDAY 1-18		0		
THURSDAY 1-19		0		
FRIDAY 1-20		0		
SATURDAY 1-21		0		

RECEIVED
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	—
TUESDAY	—
WEDNESDAY	—
THURSDAY	—
FRIDAY	—
SATURDAY	

REMARKS

Semi Final submitted 1-18-84.

SIGNED W.N. VanCleave Proj. Mgr. LOCATION Tillamock

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

37

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: December 2, 1983

FROM: Fred Eriksen
Fred Eriksen
Design Supervisor

SUBJECT: Field Review of
Wilson River Highway Projects

Tuesday, November 8, 1983, Dennis Miller, Mike Harris, Ed Keyzers and I met with "Bud" Van Cleave, Project Manager at Tillamook, to look over three recently completed projects.

Milepost 6.9

We started at Milepost 6.9, Wilson River Highway, the site of a project to correct a slide problem and erosion of the slope from the highway down to the river. The slide problem was evidenced by a crack along the pavement centerline, about 300 feet long, west of the bridge at Miner Creek.

The project was to remove some of the old slide material, smooth up the slope to the river and place Class 800 Keyed Riprap with toe trench to protect the slope. The Miner Creek channel under the bridge was to be lined with riprap (keyed and loose -- see Photo No. 3) as well. All the riprap material was placed on a filter blanket.

A stone "ring dike" was placed in the channel just beyond the toe trench to reduce stream turbidity during construction. This was, as shown in Photo No. 2, to remain after project completion.

"Bud" explained to us that to place and "key the riprap material, a bench about 14 feet wide is required as working space for equipment. For "keyed" or "plated" riprap, a dragline or "boom type" equipment uses a steel "skip" to place and hit the rock to seat and smooth it (see Photo No. 4). The length of the equipment boom controls the reach. If the roadway is a considerable height above the top of riprap, as in this case, then a working bench needs to be provided.

This job had a nice appearance, the keyed riprap was very smooth, the juncture of slopes at Miner Creek were rounded and blended nicely. The keyed riprap butts to a section of old riprap to the west and the contrast is noticeable. Several "fish rocks",

RECEIVED
DEC 5 1983
ROAD DESIGN SECTION

Anderson
Adams

Do Not File ☐
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Bring Up / /
Action

81-123-1387

removed during the excavation operation, had also been strategically placed in the river. The "Wilson" is quite a sports fishery stream and this area is host to anglers from drift boats and the banks.

Wilson River Bridge-Jordan Creek Section

We went on to the Wilson River Bridge-Jordan Creek Section (M.P. 11.8 - M.P. 18.0). The Wilson River Bridge had been widened from a 26-foot roadway to 30 feet by the removal of safety curbs and railings and installing guardrail bolted to the edges of the deck --- a decided improvement. We looked at some special drainage treatments, grouted riprap channels, a special design trash rack for a culvert and a heavy-duty trash rack for a box culvert. Heavy rains of the previous few days had tested these installations.

We looked at a Type "T" (recessed) drainage installation, where drain curb along a guardrail is shaped to form a rectangular basin back of the rail. Water is carried off through metal pipe, a short vertical section, an elbow and pipe parallel to the slope emerging at the bottom of the slope and dissipated through a "Tee". The grate is a dome shape formed with No. 2 and No. 4 rebar with 12-inch "legs" that project into the pipe to hold it in place. "Bud" informed us the legs were a problem -- when the rebar is welded and bent it gets very brittle and the legs are broken off easily. The suggestion made is to omit the legs and fasten the basket with wire through holes in the pipe. This would hold it, allow its removal and make it a little difficult for a vandal to remove and throw it over the bank. The basket seemed to be quite effective, as there was quite a pile of leaves around it.

There is a considerable amount of new guardrail on this job and the adjoining project to the east and it all looked good. There are quite a few wide areas (turnouts) used by fishermen and swimmers, etc., that the guardrail encompasses and the guardrail alignment, curves and tapers were smooth and pleasing to the eye.

Jordan Creek-McNamers Camp Section

We moved on to the Jordan Creek-McNamers Camp section. We stopped at Dog Creek, where a wood box culvert had been replaced with a concrete box culvert. A detour was constructed on the north side of the highway, on the outside of a 10-degree curve. Some difficulty was experienced with the existing superelevation, detour alignment (20-degree reverses from the existing curve joined with a 40-degree curve) and detour super. The difficulty seemed to be experienced in vehicles slowing down and turning up the existing super. The difficulty was corrected by building up on the existing pavement to flatten the super. The normal speed through this area is 50 to 55 MPH and to get the driver's attention, a couple of double rows of pavement buttons were placed across the travel lane well in advance of the detour.

Our attention was directed to a rock cut that was widened to provide a rock fall-out area. The typical section indicated the widening was to be accomplished by steepening the slope to a 1:1. The specs called for line drilling, etc. Bud pointed out, when the new slope intersections the old 20 or more feet above the road, it is not possible to get equipment to that point to start drilling without making a bench area at or above that elevation. Designers should give some thought to a method of accomplishing this kind of work.

Summary

We saw a new type of sightpost that had been installed on these projects. It is a flat ribbed plastic material, white, with a reflective patch near the top. We were informed the posts are uniform shape for their length and can be pulled up quite easily, since there are no irregularities to create a bind or improve the friction.

We saw the centerline reflector buttons being installed. A small milling machine was grinding shallow half-moon depressions 3 or 4 inches wide, a couple of feet long and a half-inch or so deep. The buttons are placed in the trough, so that snowplow blades will pass over them.

I think this review gave all of us some things to think about and, hopefully, to remember and use in our design work.

FE:ja

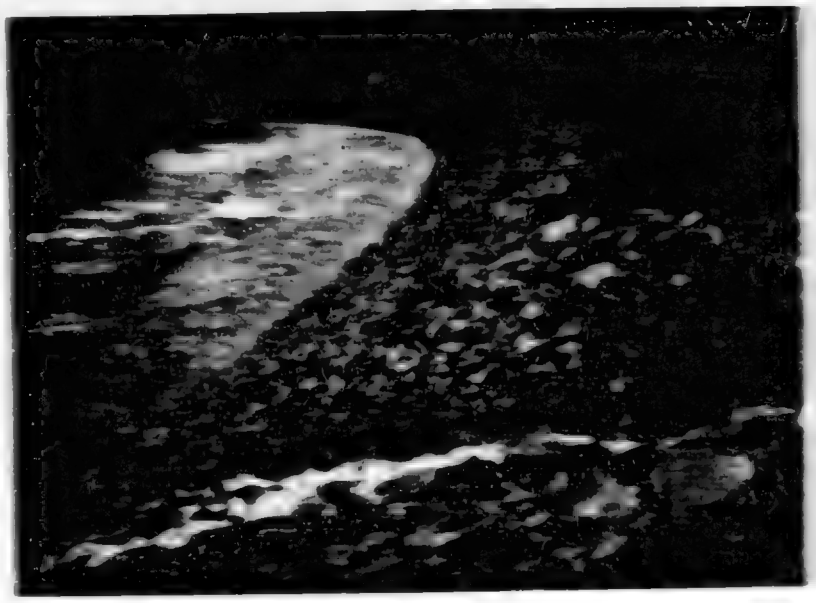
cys
sent
12-5-83

cc: Dennis Miller
Mike Harris
Ed Keyzers
Bud Van Cleave

Attachment

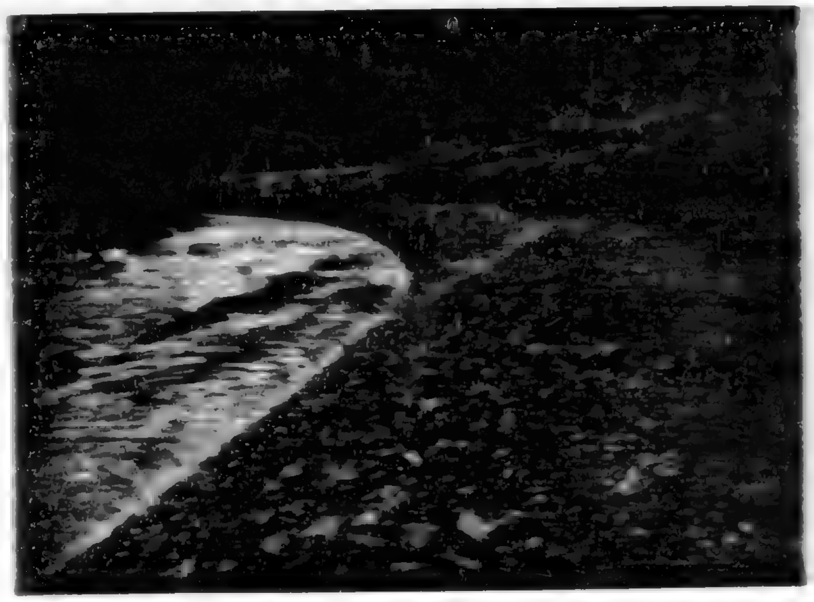
WILSON RIVER

M.P. 6.9



1

NOTE THE "WORK BENCH" TO THE UPPER RIGHT AND LACK OF TURBULENCE ALONG THE ROCK-WATER INTERFACE

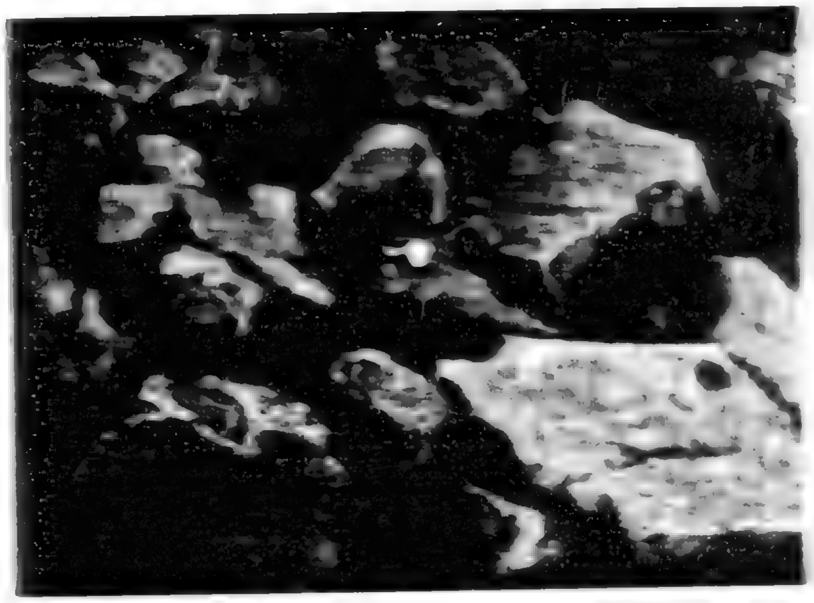


2

NOTE THE "RING DIKE" REMAINING IN THE CHANNEL

3

NOTE THE BROKEN PLATED RIPRAP ON THE LEFT AS OPPOSED TO THE LOOSE RIPRAP ON THE RIGHT



4

NOTE THE NICELY KEYED RIPRAP SOME OF WHICH WAS HAND PLACED AFTER THE "COMPACTING" HAD TAKEN PLACE

[illegible]
92

VICTOR ATIYEH

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: November 16, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Jordan Creek-McNamers Camp Section
Wilson River Highway, Tillamook County
Contract No. 9516

This federal-aid grading and paving job was recently completed and it is now apparent that the final cost will exceed the project authorization by $304,700 or 9.8 percent.

Traffic control items overran in amounts totaling $124,090, basically because the project ran into a second construction season due to the contractor's scheduling of operations. Overlap into the second season also required additional erosion control work, adding some $6,400 to the cost of the project.

A detour around the work area was constructed according to the plans. Performance of the detour under traffic was not satisfactory for the safety of the traveling public and it was necessary to reconstruct the detour at a cost in excess of $91,800.

In order to upgrade the existing guardrail at minimal cost, the work was extended to include additional work from the crossing of the Devils Lake Fork of the Wilson River to the summit at the Washington County line. This work contributed some $30,700 to the overrun of the project.

Additional base rock material was placed in many areas throughout the project to provide sufficient width for parking on the shoulders. The area is heavily used by fishermen and the additional width provides increased safety for the traveling public as well as more parking for the recreational use. This work added more than $32,900 to the cost of the project.

Removal and repair of cold-patch areas prior to overlaying of the pavement in order to prevent premature failure of the newly paved roadbed added another $25,300 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $304,700 to a new total of $3,402,861.59. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 15, 1983

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Jordan Creek-McNamers Camp Section
Wilson River Highway, Tillamook County
Contract No. 9516

This federal aid grading and paving job was recently completed and it is now apparent that the final cost will exceed the project authorization by $304,700.00 or 9.8 percent.

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Removal and repair of cold-patch areas prior to overlaying of the pavement in order to prevent premature failure of the newly paved roadbed added another $25,300 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $304,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
R. D. Church
H. N. VanCleave
D. E. Swan

81-125-1387

9516

S

October 20, 1983

CON

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Time Extension Request
Jordan Creek-McNamars Camp
Contract No. 9516
FAP No. F-35(8)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 50 calendar workdays of contract time for the following six stated reasons:

1. General excavation quantity increase. 18 workdays requested. Our analysis indicates a possible justification for 24 additional workdays.

2. Detour revision work under Extra Work Order No. 1. Four workdays requested. Our analysis agrees.

3. Work done under Price Agreement No. 8. One workday requested. Our analysis agrees.

4. Work done under Price Agreement No. 15. Ten workdays requested. Our analysis agrees.

5. Directive to place A.C. leveling course prior to treating shoulders; 14 workdays requested.

   We do not agree with this request. This directive was in accord with the terms of the contract, particularly Subsection 108.04 of the standard specifications, and this portion of your request is accordingly denied.

6. Unseasonable wet weather conditions, September, 1982; June and July 1983; 20 additional days requested.

   Your request seems to be based upon "average" rainfall. Contract standard specification 108.09 states, in part, "Reasonably Predictable weather conditions are ordinarily not a valid reason for adjustment of contract time." We have no data to indicate that weather conditions, considering the entire time span of this contract, were not "reasonably predictable." "Average" weather conditions are not relevant to our contract. Therefore, this portion of your request is denied.

In summary, a contract time adjustment of an additional 39 workdays, or 56 calendar workdays, is granted for request numbers 1, 2, 3 and 4, and request numbers 5 and 6 are denied. The adjusted contract time for completion of this project is 380 calendar workdays.

If you wish to review this matter further, or to submit additional data, please contact Project Manager H. N. VanCleave.

/s/ R. L. Schroeder

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
H. N. VanCleave w/att.
FHWA w/att.
R. D. Church

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

DATE: October 3, 1983

10-11-83

TO: D. O. Christensen
ACTING CONSTRUCTION ENGINEER

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Jordan Cr.-McNamers Camp Section
Wilson River Highway
Contract 9516
29-1011

W. E. Schwartz -
I concur with Region and Project Mgr., except that the Gen. Exc. quantity overrun should be corrected to reflect the final quantity and this adds 9 cwd for a total time extension of 55 cwd.

Morse Bros., Inc., by the attached September 7 and September 15 formal requests, asked for an increase in the authorized 325 calendar workdays (cwd). The first request refers to a September 6 letter which is not attached. The September 15 request refers to an "attached letter" which is in the form of a September 15 letter. All three items effectively request a 50 cwd extension to a new total of 375 cwd.

Project Manager H. N. Van Cleave's September 23 letter of analysis is attached. In his opinion, the 50 cwd are justified.

The first four items from Robert R. Reinhard's September 15 letter, namely general excavation overrun, detour revision, the added Fishermen's Bridge, and guardrail extension under Price Agreement No. 15 each required the number of workdays cited for a total of 33. Extending by a factor of seven/fifths for calendar work days makes a total of 46 cwd.

I am sympathetic about the fifth and sixth items from Mr. Reinhard's letter, timely leveling and adverse weather. However, there is not a clear contractual obligation to grant time for these two items. Therefore, I desire to reserve comment only if additional time is actually needed.

The originally authorized 325 cwd expired September 10. The presently estimated completion date is October 7, or an overrun of 27 cwd. The recommended 46 cwd should grant a cushion of 19 and not expire until October 26, or within four days of the contractor's requested October 30 completion date per their September 15 formal request.

GW/rgb
attch.

H. N. Van Cleave w/o attch.

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OCT 4 1983
CONSTRUCTION SECTION
CE
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125-1387

Contains Recycled Materials

rll

9516

S

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-35(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-16-83

4. PROGRAM NO.

5. ITEM NO. 80383

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/16/82

8. FEDERAL ROUTE NUMBER Primary 35

9. STATE ROUTE NUMBER Primary 37

10. GENERAL LOCATION:

Jordan Creek - McNamers Camp Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 9/15/83 I approve the program change as follows:

1) Project Location: Change to read --- "SR 6, Wash. Co. Line, W 14.7 mi." (This includes 3.89 miles of no work).

2) Character of Proposed Work: Add "Upgrade Guardrail".

3) Work Type Code: Add "SFTY".

4) Project Data: Add "Remove and install guardrail, as directed, between Station 1677+71 and Sta. 1721+12.

RECEIVED
STATE HWY ENGR
SEP 26 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/26

14. DATE 9/16/83

15. SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

August 23, 1983

Mr. Kevin L. Brown
Attorney at Law
P.O. Box 928
Forest Grove, OR 97116

CON 5
#9516

Dear Mr. Brown:

Thank you for your letter of July 27, 1983, with attached release agreement between Van Doren Red-E-Mix, Inc., and Bravel Excavation Company informing us that their claim in the amount of $2,339.27 has been settled.

This was in connection with the Morse Bros., Inc., Contract No. 9516 for work on the Jordan Creek-McNamara Camp Section of the Wilson River Highway in Tillamook County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

1-23-83
bk

ROBERT ANDREW BROWNING - ATTORNEYS PC

POST OFFICE BOX 928, FOREST GROVE, OR 97116
3012-B PACIFIC AVENUE • BALLAD TOWNE SQUARE
(503) 359-4456 OR 640-6091

July 27, 1983

Mr. Robert Gormsen
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

FILE NO. 155AB

Dear Bob:

Enclosed please find a a copy of the Settlement and Release Agreement executed by Van Doren Red-E-Mix, Inc. and Braval Excavating Company whereby they have settled their claim and Van Doren has released its rights to any claim against Morse Bros. concerning that Notice of Claim filed with you for the amount of $2,339.27 regarding the Morse Bros., Inc. / Safeco Insurance Company bond on contract no. 95-16, which is the Jordan Creek - McNamers Camp section project. The bond number is 2972935 and a copy of the Notice of Claim is attached hereto.

If you have any questions, please don't hesitate to call.

Sincerely,

Kevin L. Brown
Attorney at Law

KLB:vrb
d84/f07

cc: Van Doren Red-E-Mix, Inc.
Brad Dennis, Morse Bros., Inc.

[illegible]
DEPARTMENT OF TRANSPORTATION

d84/f19/r03 vrb:07/27/83

RELEASE AGREEMENT

This AGREEMENT is made between VAN DOREN RED-E-MIX, INC., referred to below as "Van Doren," and BRAVAL EXCAVATION COMPANY, referred to below as "Braval."

RECITALS:

The following recitals of fact are a material part of this Agreement:

1. Van Doren supplied concrete to Braval for Braval's performance of work done on the McNamers Creek -- Jordan Camp section project for the State of Oregon.

2. An agreement was entered into whereby Braval assigned to Van Doren his interest in a retainage being held by Morse Bros., Inc.

3. Van Doren had filed a Notice of Claim in the amount of $2,339.27 against the bond issued by Safeco Insurance Company to Morse Bros., Inc. on the Jordan Creek -- McNamers Camp section project for the State Department of Transportation, Contract No. 95-16, the bond number is 2972935. A copy of the Notice of Claim, which was filed on May 18, 1983, is attached hereto as Exhibit 'A' and is incorporated herein. This Release Agreement does not affect any other claims or actions Van Doren has or may have regarding materials purchased by CMC Construction, Inc. for use in the same project.

NOW THEREFORE, In consideration of the mutual covenants expressed below, Van Doren and Braval agree as follows:

COPY

GENERAL RELEASE:

Van Doren, with the intention of binding Van Doren, and Van Doren's successors and assigns, expressly releases and discharges Braval and Braval's successors and assigns from all claims, demands, actions, judgments, and executions, including claims or actions against the bond of Morse Bros. relating to the materials covered by the Notice of Claim set forth above, that Van Doren ever had, now has, or may have, or that any one claiming through or under Van Doren may have or claim to have against Braval created by or arising out of the delivery of concrete ordered by Braval. This Agreement does not release or affect any other claims or actions Van Doren has or may have regarding materials purchased by CMC Construction, Inc. for use in the same project.

Braval, with the intention of binding Braval and Braval's successors and assigns, expressly releases and discharges Van Doren, and Van Doren's successors and assigns from all claims, demands, actions, judgments, and executions that Braval ever had, now has or may have, or that any one claiming through or under Braval may have or claim to have against Van Doren created by or arising out of the delivery of concrete ordered by Braval.

CONSIDERATION:

These releases are given in consideration of payment by Braval to Van Doren of $2,339.27 by endorsing check no. 43137 issued by Morse Brothers on July 22, 1983.

PRIOR AGREEMENTS SUPERSEDED:

Except as is otherwise provided in this Agreement, this Agreement is the entire, final, and complete agreement of the parties pertaining to the transaction described herein, and supersedes and replaces all oral agreements, if any, made by and between the parties or the parties' agents before the execution of this Agreement.

IN WITNESS WHEREOF, The parties hereto have signed this Agreement in two counterparts on the dates shown below each name, the last of which shall be the effective date of this Agreement.

VAN DOREN:

John R. Van Doren, President
Date: 8/1/83

COPY

BRAVAL:

Paul Braval

Paul Braval, President
Date: 7-29-83

ROBERT ANDREW BROWNING - ATTORNEYS PC

POST OFFICE BOX 928, FOREST GROVE, OR 97116
3012-B PACIFIC AVENUE - BALLAD TOWNE SQUARE
(503) 359-4456 OR 640-6091

NOTICE OF CLAIM

TO: Secretary of State, Norma Paulus
Robert Gormsen, Department of Transportation
Morse Bros., Inc. c/o R. H. Bellinger

Notice is hereby given that the undersigned Van Doren Red-E-Mix, Inc. has a claim for concrete furnished by Van Doren Red-E-Mix, Inc. in the sum of $2,339.27, together with interest thereon from December 1, 1982 until paid at the rate of 18 percent per annum, against the bond taken from Safeco Insurance Co. and Morse Bros., Inc. for construction of the Jordon Creek / McNamers Camp Section project for the State Department of Transportation, contract no. 95-16. The bond number is 2972935.

COPY

Steven M Van Doren

Steve Van Doren, Manager
Van Doren Red-E-Mix, Inc.

d84/f18

Exhibit 'A'

RECEIVED
[illegible]
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626 ~~TOLL FREE 1-800-452-7813~~

August 15, 1983

Mr. David J. Buono
1800 SW First Ave.
Portland, OR 97201

Subj: Wilson River-Jordan Creek Section
Jordan Creek-McNamers Camp Section
Contracts 9516 and 9641

In response to your letter of August 2, 1983, we sincerely regret that your vehicle was damaged by a piece of flying gravel within the limits of these projects.

The information that you requested is as follows:

GENERAL CONTRACTOR

Morse Bros. Inc.
32260 Highway 34
Tangent, OR 97389
Phone (503) 928-6491

There is no hauling subcontractor on this project. All trucks either belong to Morse Bros. or are independent trucks hired by them.

If you need further assistance, please let me know.

NOTED
W. E. SCHWARTZ

[illegible] BY
[illegible] W. [illegible]

C. O. Fredrickson, P.E.
REGION 2 ENGINEER

HNV/rgb

cc: W. E. Schwartz
H. N. Van Cleave

RECEIVED
STATE HWY ENGR
8 16 83
REFER TO
FOR

734-1867

9516 CL 83-86

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 18 1983
NORMA PAULUS
SECRETARY OF STATE

May 16, 1983

Mr. Kevin L. Brown
Attorney at Law
P.O. Box 928
Forest Grove, OR 97116

CON 5
#9516

5-20-83 BL

Dear Mr. Brown:

This will acknowledge your letter of May 11, 1983, with attached Notice of Claim from Van Doren Red-E-Mix, Inc., concerning the following Highway Division contract:

FILED BY:	Van Doren Red-E-Mix, Inc.
AMOUNT:	$2,339.27 plus interest
FOR:	Concrete
AGAINST (Prime contractor)	Morse Bros., Inc.
DELIVERED TO:	Braval Excavating Company
CONTRACT NO.:	9516
PROJECT:	Jordan Creek-McNamera Camp Section Wilson River Highway Tillamook Co.
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

You mentioned in your letter that it appeared the above-mentioned claim had been resolved and your client would be paid from retainage by Morse Bros. to Bravel. Would you please notify this office when your client's claim has been paid so we can clear our records.

RECEIVED
MAY 19 1983
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
Robert W. Gormsen
COMMISSION SERVICES

cc: Safeco Ins. Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: Secretary of State - Please acknowledge receipt of the attached

ROBERT ANDREW BROWNING - ATTORNEYS PC

POST OFFICE BOX 928, FOREST GROVE, OR 97116
3012-B PACIFIC AVENUE • BALLAD TOWNE SQUARE
(503) 359-4456 OR 640-6091

May 11, 1983

Mr. Robert Gormsen
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

FILE NO. 155AB

Dear Bob:

Enclosed is a Notice of Claim which I have prepared for filing with the Secretary of State. This Claim involves concrete delivered to Braval Excavating Company which was incorporated into the Johnson Creek / McNamers Camp Section project under contract No. 9516. I have discussed this matter with both Mr. Braval and Morse Brothers Inc. and it appears that we have resolved the matter. It is anticipated that we will be paid from the retainage disbursed by Morse Brothers Inc. to Braval Excavating Company.

Thank you for your assistance in this matter. If you need any further information about the Notice of Claim, please do not hesitate to call.

Sincerely,

Kevin L. Brown
Attorney at Law

KLB:skb
d124/f16

Enclosure

RECEIVED
MAY 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROBERT ANDREW BROWNING - ATTORNEYS PC

POST OFFICE BOX 928, FOREST GROVE, OR 97116
3012-B PACIFIC AVENUE • BALLAD TOWNE SQUARE
(503) 359-4456 OR 640-6091

NOTICE OF CLAIM

TO: Secretary of State, Norma Paulus
Robert Gormsen, Department of Transportation
Morse Bros., Inc. c/o R. H. Bellinger

Notice is hereby given that the undersigned Van Doren Red-E-Mix, Inc. has a claim for concrete furnished by Van Doren Red-E-Mix, Inc. in the sum of $2,339.27, together with interest thereon from December 1, 1982 until paid at the rate of 18 percent per annum, against the bond taken from Safeco Insurance Co. and Morse Bros., Inc. for construction of the Jordon Creek / McNamers Camp Section project for the State Department of Transportation, contract no. 95-16. The bond number is 2972935.

Steven M Van Doren

Steve Van Doren, Manager
Van Doren Red-E-Mix, Inc.

d84/f18

RECEIVED
MAY 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-87

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NORMA PAULUS
SECRETARY OF STATE

May 16, 1983

Mr. Kevin L. Brown
Attorney at Law
P.O. Box 928
Forest Grove, OR 97116

CON 5
#9516

5-20-83 BK

Dear Mr. Brown:

This will acknowledge your letter of May 11, 1983, with attached Amended Notice of Claim from Van Doren Red-E-Mix, Inc. concerning the following Highway Division contract:

FILED BY:	Van Doren Red-E-Mix, Inc.
AMOUNT:	$12,556.13 plus interest
FOR:	Concrete
DELIVERED TO:	CMC Construction, Inc.
AGAINST (Prime contractor)	Morse Bros., Inc.
CONTRACT NO.:	9516
PROJECT:	Jordan Creek-McNamers Creek Section Wilson River Highway Tillamook County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

This filing amends a claim filed January 20, 1983, in the amount of $10,800.19. We will advise the surety and the prime contractor of the receipt of this amendment. We note that you have filed the amendment directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

RECEIVED

Sincerely,

Robert W. Gormsen
Robert W. Gormsen
COMMISSION SERVICES

cc: Safeco Ins. Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: Sec. of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this

ROBERT ANDREW BROWNING - ATTORNEYS PC

POST OFFICE BOX 928, FOREST GROVE, OR 97116
3012-B PACIFIC AVENUE - BALLAD TOWNE SQUARE
(503) 359-4456 OR 640-6091

May 11, 1983

Mr. Robert Gormsen
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

FILE NO. 155AB

Dear Bob:

Enclosed is an Amended Notice of Claim which I have prepared for filing with the Secretary of State. This Claim involves an increased dollar amount for concrete delivered to CMC Construction Inc. which was incorporated into the Johnson Creek / McNamers Camp Section project under contract no. 9516.

Thank you for your assistance in this matter. If you need any further information about the Notice of Claim, please do not hesitate to call.

Sincerely,

Kevin L. Brown
Attorney at Law

KLB:skb
d124/f27

Enclosure

RECEIVED
MAY 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROBERT ANDREW BROWNING - ATTORNEYS PC

POST OFFICE BOX 928, FOREST GROVE, OR 97116
3012-B PACIFIC AVENUE • BALLAD TOWNE SQUARE
(503) 359-4456 OR 640-6091

AMENDED NOTICE OF CLAIM

TO: Secretary of State, Norma Paulus
Robert Gormsen, Department of Transportation
Morse Bros., Inc. c/o R. H. Bellinger

Notice is hereby given that the undersigned Van Doren Red-E-Mix, Inc. has a claim for concrete furnished by Van Doren Red-E-Mix, Inc. in the sum of $12,556.15, together with interest thereon from December 30, 1982 until paid at the rate of 18 percent per annum, against the bond taken from Safeco Insurance Co. and Morse Bros., Inc. for construction of the Jordan Creek / McNamers Camp Section project for the State Department of Transportation, contract no. 95-16. The bond number is 2972935.

John R. Van Doren

John R. Van Doren, President
Van Doren Red-E-Mix, Inc.

d84/f14

RECEIVED
MAY 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1516

March 10, 1983

James E. McCobb
Attorney at Law
P. O. Box 5050
Klamath Falls, OR 97601

COM 5
#9516

Attention: Ann S. du Pont

Gentlemen or Ladies:

Thank you for your letter of February 22, 1983, on behalf of Service Steel Erection Company informing us that they have received a check from Morse Bros. in the amount of $1,933.08.

You state this is in reference to the Morse Bros., Inc., Contract No. 9516 for work on Jordan Creek-McNamere Camp Section of the Wilson River Highway in Tillamook County.

This information will be noted in our records. We will advise the surety and the prime contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
3-10-83 dc

JAMES E. MCCOBB, P.C.
ATTORNEYS AT LAW
1763 WASHBURN WAY
P.O. BOX 5050
KLAMATH FALLS, OREGON 97601

JAMES E. MCCOBB
ANN S. DU PONT

TELEPHONE: (503)
883-3701

February 22, 1983

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Claim filed by Service Steel Erection Co.
Your File No. CON 5 #9516
Our File No. 81-01-1905

Dear Mr. Gormsen:

Thank you for your letter of February 14, 1983, relating to the above claim. We appreciate your assistance in forwarding the claim to the proper parties.

Our client, Service Steel Erection Company, has now received a check for $1,933.08 from Morse Brothers with endorsements by Bravel Excavation Company and CMC Construction, Inc. Retainage of $668.91 is held by Morse Brothers.

Sincerely,

Ann S. du Pont

ASD/bj
cc: Service Steel Erection
Morse Brothers
Bravel Excavation Co.
CMC Construction, Inc.

RECEIVED
FEB [illegible] 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

. 7516 3-23

37

H

Jordan Cr. - McNames
Overruns

Hal

Carl Burner's report is fairly complete. I notice that there seems to have been a lack of information presented to develop complete plans & Specs. ie:

1. Progress of work — so adequate RP&DT amounts for flagging etc for contractors traffic scheme
2. Mix design — needed anti-strip additives
3. Fisherman access — need to add bridge at Fisherman's Bridge
4. Base design — Region II pavement or filter problems through CTB
5. [illegible] ditches — [illegible]

Our design would have included after excavation [illegible] which increases to provide a working ditch in rock cuts in the cut.

Region's like to clean things up & work together as we have seen lots of rock in parking areas I [illegible] in Region! Don A.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: JORDAN CREEK-MCNAMERS CAMP
HIGHWAY: WILSON RIVER
COUNTY: TILLAMOOK

CONTRACT: 9518
PREFIX: 29-1011
F.A. # 35(8)

ITEM NO.	ITEM	$	ORIGINAL AUTHORIZATION	OVERRUN AUTHORIZATION	SEMIFINAL	±%
	BID ITEMS		$ 2,651,521.42	$ 2,651,521.42	$ 2,874,751.37	+ 8%
	ANTICIPATED ITEMS		102,400.00	102,400.00	109,891.67	+ 7%
	CONTINGENCIES		123,926.46	336,871.79	91,665.81	- 73%
	ENGINEERING		220,313.71	325,044.51	310,000.00	- 5%
	LIQUIDATED DAMAGES		0.00	-12,976.13	-12,976.13	0
	TOTALS		$ 3,098,161.59	$ 3,402,861.59	$ 3,373,332.72	- 1%
BI # 4	TEMPORARY SIGNS	SQ.FT.	620.0	(1,231.0)	1,231.0	+ 98%
	Additional signing was necessary to protect the traveling public then originally anticipated.					
BI # 8	Flagmen ~~(SAME AS BI 4)~~	Hour	2,000.0	(6,600.0)	6,600.0	+230
BI # 9	Pilot Car	Hour	700.0	(1,433.0)	1,433.0	+105
	Same as BI #4					
BI #12	General Excavation	Cu.Yd.	29,510.0		45,387.76	+ 54
	Additional excavation was from P.A. #1					
BI #17	1"-0 Aggr. Base	Ton	24,500.0	(30,228.3)	30,228.25	+ 23
	This material was placed in the many areas that were developed for recreational parking adjacent to the Wilson River Highway.					
BI #18	Cement Treated Base	Sq.Yd.	73,100.0		65,846.60	-10
	Deleted area on 3-lane portion of project					
BI # 19	Cement for Treated Base	Ton	2,600.0		1,932.14	-26
	Same as BI # 18					
BI #23	Class "B" A.C.	Ton	52,300.0		53,634.485	+ 3
	Error in original specific gravity for aggregate.					
BI #43	Guardrail Type 2A	Lin.Ft.	33,725.0	(35,937.5)	35,937.5	+ 7
	Region I requested that guardrail be installed from the Devil's Lake Fork of the Wilson River to MP 33.0					
BI #45	Guardrail Anchors Type 1	Each	64.0		106.0	+6
	Additional Type 2 Anchors were changed to type 1 on bridge ends					
BI #61	Seed & Mulch	Acre	5.0	(15.13)	20.15	+30
	This contract was completed in two construction seasons and to prevent erosion during the winter months, a number of areas eree seeded that were not complete and had to be reseeded this year. At the request the State Land Board, the Browns Camp Quarry and stockpile sites were seeded and mulched.					
PA#9A	Fisherman's Bridge			$13,970.00	$13,970.00	
PA#9B	Type CL-6 Fence				$ 4,104.10	
	Total	$		13,970.00	$ 18,074.10	29
	To protect pedestrians from traffic it was necessary to construct a protective pedestrian structure.					
PA#10	Anti-Strip Additive			$21,205.50	$20,980.80	-1%
	Project mix designs required this additive to gain adequate strength.					
EWO #1	Re-Const. Detour			$91,845.74	$91,845.74	
	The detour as designed was inadequate to handle the traffic and had to be reconstructed under emergency circumstances.					
EWO #2	Const. Filter Trenches			$10,268.93	$10,268.93	
	No provisions were made on the original plans for the drainage through the CTB shoulders.					
EWO #3	Placed Grouted Rip-Rap & Box Culvert			$ 7,496.60	$ 7,496.60	
	Grouted riprap was required at the outlet end of the Dog Creek box culvert to prevent erosion under the culvert.					
EWO #4	Cold Patches			$25,315.38	$25,315.38	
	This section had been patched extensively with cold mix. All cold patches were dug out and patched bac with hot mix.					

Jordan Brook - Mt. Vernon Camp
Reason For Overruns

B.I. #1 Temporary Signs +900%
From [illegible] sign size from 36" to 48", [illegible] signing requirements for two more work [illegible] & had [illegible] sign needs with the [illegible] of the detour (see Exhib. #1).

B.I. #3 [illegible] +185%
[illegible]
[illegible]

B.I. #4 [illegible] [illegible]
Same as B.I. #3

B.I. #12 [illegible] [illegible]
[illegible]

2

B.I. #12 Continued
four (4) other [illegible] areas on the project & they were completed without this problem.

B.I. #17 1-3 Aggregate Base +23%
This highway parallels the [illegible] River & there are a lot of wide spots were fishermen park. At the time of the Design I was told that these would be left as they were. The Field added the additional rock to smooth out the areas, to [illegible] up the existing & to increase the [illegible] [illegible].

B.I. #43 [illegible] +7%
Region 2 [illegible] the project about five (5) months [illegible] for the purpose of [illegible] [illegible].

B.I. #45 [illegible] +16%
See B.I. #43. [illegible]
[illegible]

P.A. #9 Fisherman's Bridge
A pedestrian bridge & CL-6 fence were added at Fisherman's Bridge, Sta. 1028. The decision to do this was done during a field review on Sept. 28, 1990.

P.A. #10 Anti-Strip Additive
Added to mix design to gain adequate strength.

E.W.O. #1 Jetties
The jetties were partially removed after which the [illegible] [illegible] decided that the approaches needed to be flattened. After reconstructing the approaches the jetties were [illegible] [illegible] [illegible] of the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], [illegible] [illegible]. The jetties were then [illegible] [illegible] [illegible].

[illegible]

[illegible]

E.W.O. #3 Grouted Riprap @ Box Culvert

Design called for Class 700 riprap for the outlet of the Box Culvert at Sta. 1368+98. The design also included a fabric barrier & an armored bottom for the box. This was done in anticipation of high stream velocities & large amounts of debris, including rocks. Based on this grouted riprap [illegible] a better choice than Class 700.

E.W.O. #4

There was no [illegible] [illegible] [illegible] need [illegible] [illegible] [illegible] [illegible].

7510

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 15 1983
NORMA PAULUS
SECRETARY OF STATE

February 14, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9516

RECEIVED
FEB 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. James E. McCobb
Attorney at Law
P. O. Box 5050
Klamath Falls, OR 97601

Attention: Ann S. du Pont

Gentlemen or Ladies:

This will acknowledge your letter of February 4, 1983, with attachments on behalf of your client, Service Steel Erection Company, filing a claim against the following Highway Division contract:

FILED BY:	Service Steel Erection Company
AMOUNT:	$2,419.75
FOR:	Material and labor
AGAINST (Prime contractor):	Morse Bros., Inc.
SUBCONTRACTOR:	CMC Construction, Inc.
CONTRACT NO.:	9516
PROJECT:	Jordan Creek-McNamers Camp Section Wilson River Highway, Tillamook County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Morse Bros., Inc.
P. O. Box 7
Labanon, OR 97355

NOTED: 2-23-83 dc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JAMES E. McCOBB, P.C.
ATTORNEYS AT LAW
1763 WASHBURN WAY
P.O. BOX 5050
KLAMATH FALLS, OREGON 97601

JAMES E. McCOBB
ANN S. DU PONT

TELEPHONE (503)
883-3701

February 4, 1983

Robert Gormsen
Manager, Commission Services
Room 121
Department of Transportation Building
Salem, Oregon 97310

RE: Claim against CMC Construction Co.
Safeco Insurance Co. Bond No. 29-2935
United Pacific Insurance Co. Bond No. U 485158
Our File No. 81-01-1905

Dear Mr. Gormsen:

We represent Mary Jo Ellis dba Service Steel Erection Company (Service Steel). Service Steel entered a subcontract on August 20, 1982, with CMC Construction, Inc., of Salt Lake City, Utah. By the contract, Service Steel was to furnish, detail, fabricate and install all reinforcing steel for a box culvert for an Oregon State Highway project at the Jordan Creek McNamers Camp, Wilson River, Tillamook Project. Enclosed is a copy of the contract.

The prime contractor for the project was Morse Brothers (Morse), Post Office Box 7, Lebanon, Oregon 97355. Morse subcontracted to Bravel Excavation Company (Bravel), Post Office Box 11566, Portland, Oregon 97211. Bravel subcontracted to CMC Construction, Inc. (CMC), 2445 West North Temple, Salt Lake City, Utah 84116. CMC subcontracted to Service Steel.

The contract was a unit price contract and payments were to be made at the rate of 42 cents per pound. Service Steel furnished, detailed, fabricated, and installed 31,419 pounds of reinforcing steel so that payment of $13,195.98 was due. To date Service Steel has received two payments, one payment for $8,797.23 and one for $1,979. A balance of $2,419.75 is now due and owing to Service Steel from CMC.

According to a copy of a letter from Morse dated December 16, 1982, and addressed to Bravel, copy of which is enclosed, Morse sent a check for $1,933.08 payable to Bravel asking that the check be endorsed and forwarded to CMC with instructions to endorse and forward to Service Steel. CMC refuses to endorse the check and forward it to Service Steel. Service Steel has notified Morse's bonding company, Safeco Insurance, of a claim (Bond No. 29-2935) and has notified CMC's bonding company, United Pacific, of a bond claim (Bond No. U 485158).

Because of CMC's refusal to pay Service Steel the money due and owing, Service Steel hereby claims $2,419.75, based on the enclosed contract. Please forward this letter to the Secretary of State, together with a request that she send to our office the necessary documents which will entitle Service Steel to sue the contractor on the bond. Thank you for your assistance.

Sincerely,

Ann S. du Pont

an S. du Pont

SD/bj
Enc - copy of 8/20/82 subcontract
copy of 12/16/82 letter from Morse to Bravel

cc: Service Steel Erection Co.
Morse Bros.
Bravel Excavation Co.
CMC Construction, Inc.

RECEIVED
FEB 8 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Subcontractor: Service Steel Erection Co.
P.O. Box 37
Keno, Oregon 7627

SUBCONTRACT

Contact:
Telephone:

Date: August 20, 1982

Owner: Oregon State Highway

Subcontract No.: 82300-2

Location of work:
Jordan Creek-McNamers Camp Sec.
Wilson River Highway
Tillamook COUNTY
July 1982

Issuing Office: CMC Construction, Inc.
2445 West North Temple
Salt Lake City, Utah 84116

CMC CONSTRUCTION ("Contractor") and the above-named Subcontractor ("Subcontractor") hereby agree that the work specified below ("Work") shall be performed by Subcontractor in accordance with all the provisions of this Subcontract. Subcontractor understands that the Work is a portion of the work and services to be performed by Contractor for the above-named Owner.

Subcontractor represents that it has examined the location of the Work and is familiar with and has satisfied itself as to the nature, location and amount of the Work, Subcontractor's access thereto and ability to perform the same, the terms of this Subcontract and all incorporated documents as well as the quality, quantity and availability of labor, materials, equipment, facilities and other items required for performance of the Work and the climatic, physical and other conditions which may be encountered in the performance of the Work.

1. WORK TO BE PERFORMED: Except for the items specified in Section 3 hereof, Subcontractor shall supply and furnish at the locations where the Work is to be performed all plant, labor, materials, tools, supplies, equipment, transportation, supervision, technical, professional and other services to perform, and shall perform all operations necessary and required for the satisfactory performance and completion of the following Work:

Furnish , detail, fabricate and install all reinforcing steel for the Box Culvert as shown on drawing 36739, sheets 1&2, and drawing 24635, sheet 1 for the Jordan Creek McNamers Camp, Wilson River, Tillamook Project.

RECEIVED
FEB 8 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Reg. No.

2. DOCUMENTS INCORPORATED: The following documents are by this reference incorporated into and made a part of this Subcontract and are referred to collectively hereinafter as the "Subcontract Documents."

(a) Exhibit "A"—General Terms and Conditions

(b) Exhibit "B"—Insurance and Bond Requirements
Submit copies in accordance with State requirements

(c) Exhibit "C"—Special Provisions
Contract Drawings
Contract Specifications
Contractors Affidavit fo Completion

3. CONTRACTOR-FURNISHED ITEMS: Contractor will furnish to or for the use of the Subcontractor only the following items:

4. TIME OF COMMENCEMENT AND COMPLETION: Subcontractor agrees to commence the Work on approximately August 2 , 19 82 . Exact scheduling shall be as approved by Contractor's Construction Superintendent. Subcontractor agrees to complete the Work on or before September 15, 1982 , 19 82 .

5. COMPENSATION: As full consideration for the satisfactory performance by Subcontractor of the Work, Contractor shall pay to Subcontractor the following compensation:

This is a Unit Price Contract. Payments to be made upon receipt of approved amounts from the State at a rate of .42/lb. Retainage to be held at a rate of 5%.

IN WITNESS WHEREOF, the parties hereto have executed this Subcontract as of the day and year first above written.

Contractor:
CMC Construction, Inc.
By R G Maynard
Title V. President

Subcontractor:
By Mary Jo Ellis
Title owner

364-L-121116-68

EXHIBIT "A"
SUBCONTRACT
GENERAL TERMS AND CONDITIONS

1. **ENTIRE AGREEMENT:** This Subcontract embodies the entire agreement between Contractor and Subcontractor. The parties shall not be bound by or be liable for any statement, representation, promise, inducement or understanding of any kind or nature not set forth herein. Except as otherwise provided hereinafter no changes, amendments or modifications of any of the terms and conditions hereof shall be valid unless reduced to writing.

2. **CONTRACTUAL RELATIONSHIP:** Subcontractor represents that it is fully experienced and properly qualified to perform the class of work provided for herein, and that it is properly licensed, equipped, organized and financed to perform the Work. In the performance of this Subcontract, Subcontractor shall operate as an independent contractor and not as the agent of Contractor or Owner.

3. **UNEMPLOYMENT INSURANCE, TAXES, CONTRIBUTIONS AND ASSESSMENTS:** Subcontractor shall have full and exclusive liability for the payment of any and all taxes and contributions for unemployment insurance, old age retirement benefits, life pensions, annuities and similar benefits which may now or hereafter be imposed by law or collective bargaining agreements with respect to persons employed by Subcontractor for performance of the Work whether measured by wages, salaries or remuneration paid or otherwise. Subcontractor shall comply with all laws, statutes, rules and regulations applicable to the compensation paid to its employees, and shall maintain suitable forms, books of account and records. The compensation to be paid to Subcontractor includes, and Subcontractor shall be liable for and shall pay and shall indemnify, defend and save harmless Owner and Contractor from all such taxes and contributions or any interest accrued and penalties imposed, and all taxes, excises, assessments and other charges levied by any government agency or authority on or because of the Work, or any materials, equipment, services or supplies furnished or used in the performance of this Subcontract.

4. **AUTHORIZED REPRESENTATIVES AND NOTICES:** Subcontractor shall designate a competent superintendent to represent and act for the Subcontractor who shall have authority to make binding and enforceable decisions in the name of Subcontractor and to accept service of all notices which Contractor desires to serve on Subcontractor or which are required by this Subcontract to be served on Subcontractor. Subcontractor shall, upon commencement of the Work, advise Contractor in writing of the name, address and telephone number (day and night) of such designated superintendent and of any change in such designation.

Any notices provided for hereunder may be served personally on the superintendent of either party at the jobsite or by registered mail to the address of each party shown on the face hereof.

5. **LAWS AND REGULATIONS—PERMITS:** Subcontractor, its employees and representatives, shall at all times comply with all applicable laws, ordinances, statutes, rules or regulations, including those relating to wages, hours, fair employment practices, anti-discrimination, safety and working conditions.

Subcontractor shall procure and pay for all permits and inspections lawfully required for the Work and shall furnish any bonds, security or deposits required to permit performance of the Work.

6. **LABOR CONDITIONS:** Subcontractor shall, to the extent permissible under federal law and any applicable state laws, comply with and be bound by such terms and conditions of Contractor's labor agreements as are applicable to the Work, including, without limitation, the terms and provisions of any such agreements providing for the assignment of work or the settlement of jurisdictional disputes (through the Rules, Regulations and Procedures of the National Joint Board for Settlement of Jurisdictional Disputes in the Building and Construction Industry or any other mutually agreed upon method for the determination of work assignments or the settlement of jurisdictional disputes). Subcontractor shall pay rates of wages and shall observe hours and conditions of labor equivalent to those paid and observed by Contractor and which shall be subject to Contractor's approval. Subcontractor shall, if requested to do so by Contractor, remove from the jobsite any employee whom Contractor determines to be incompetent or undesirable. Subcontractor agrees that if any portion of the Work covered hereby is further subcontracted, such further subcontract shall be bound by and observe the provisions of this clause to the same extent as herein required by Subcontractor, and that a copy of this clause imposing such obligations upon said subcontractor shall be included in any further subcontract.

Subcontractor shall comply with and shall cooperate with Contractor in enforcing jobsite conditions which directly affect the performance of the work including but not limited to starting and quitting time, smoking regulations, check-in and check-out procedures, jobsite safety regulations and daily clean-up.

7. **INDEMNITY:** Subcontractor shall indemnify, defend and save harmless Owner and Contractor, and each of them from and against any and all suits, actions, legal or administrative proceedings, claims, demands, damages, liabilities, interest, attorney's fees, costs and expenses of whatsoever kind or nature whether arising before or after completion of the Work and in any manner directly or indirectly caused, occasioned or contributed to in whole or in part, or claimed to be caused, occasioned or contributed to in whole or in part, by reason of any act, omission, fault or negligence whether active or passive of Subcontractor, or of anyone acting under its direction, control, or on its behalf in connection with or incident to the Work; without limiting the generality of the foregoing, the same shall include injury to or death of any person or persons and damage to any property, including construction equipment used by Subcontractor in performing this work, regardless of where located, including without limitation the property of Owner, Contractor, Subcontractor, Subcontractor's employees and all other persons. Subcontractor's aforesaid indemnity and hold-harmless agreement shall not be applicable to any liability caused by the sole active negligence of Contractor or Owner.

8. **DAMAGES FOR SUBCONTRACTOR'S BREACH OF SUBCONTRACT:** Subcontractor shall pay Contractor any and all damages, interest, attorney's fees, costs, losses and expenses of whatsoever kind or nature whether they arise before or after completion of the Work hereunder by reason of any default under or breach by Subcontractor of the terms and conditions of this Subcontract.

9. **PATENT INDEMNITY:** Subcontractor shall indemnify, defend and save harmless Owner, Contractor and their representatives, respectively, from and against all claims, losses, costs, damages, and expenses, including attorney's fees, incurred by Owner, Contractor, and their representatives, respectively, as a result of or in connection with any claims or actions based upon infringement or alleged infringement of any patent and arising out of the use of the equipment or materials furnished under the Subcontract by Subcontractor, or out of the processes or actions employed by, or on behalf of, Subcontractor in connection with the performance of the Subcontract. Subcontractor shall, at its own expense, promptly defend against any such claim or action, provided that Owner or Contractor shall have notified Subcontractor upon becoming aware of such claims or actions, and provided further that Subcontractor's aforementioned obligations shall not apply to equipment, materials, or processes furnished or specified by Contractor or Owner. Subcontractor shall have the right, in order to avoid such claims or actions, to substitute at its own expense noninfringing equipment, materials, or processes, or to modify at its own expense such infringing equipment, materials and processes so they become noninfringing, provided, that such substituted and modified equipment, materials and processes shall meet all the requirements and be subject to all the provisions of this Subcontract.

10. **WARRANTY:** Unless specifically stated otherwise in the Subcontract, Subcontractor warrants the Work and all equipment, and labor furnished or performed under this Subcontract, against defective design (unless furnished by Owner or Contractor), materials and workmanship for a period of eighteen (18) months from and after final acceptance under the Subcontract, or one (1) year from and after final acceptance of the Project as a whole by Owner whichever occurs sooner, regardless of whether the same were furnished or performed by Subcontractor or by any of its subcontractors of any tier. Upon receipt of written notice from Contractor or Owner of any defect in any such equipment, materials, or labor during the applicable warranty period, due to defective design, materials or workmanship, the affected part or parts thereof shall be redesigned, repaired or replaced by Subcontractor who shall perform such tests as Contractor or Owner may require to verify that such redesign, repairs and replacements comply with the requirements of this Subcontract. All costs incidental to such redesign, repair, replacement and testing, including the removal, replacement and reinstallation of equipment and materials necessary to gain access, shall be borne by Subcontractor. As to any defects in the Work which are so redesigned, repaired or replaced, Subcontractor warrants such redesigned, repaired or replaced work against defective design, materials and workmanship for a period of eighteen (18) months from and after the date of acceptance thereof. Should Subcontractor fail promptly to make the necessary redesign, repair, replacement and test, Contractor may perform or cause to be performed the same at Subcontractor's expense. Subcontractor and its surety or sureties, if any, shall be liable for the satisfaction and full performance of the warranties as set forth herein.

11. **NON-ASSIGNMENT:** Any subletting, assignment or hypothecation of this Subcontract, or any portion of the Work, or any amount due and payable hereunder, made by Subcontractor without prior written consent of Contractor shall be void. If any such subletting, assignment or hypothecation is attempted or made, Contractor shall have the right, if it so elects and without prejudice to any other rights it may have, to withhold at any time thereafter, in whole or in part, payments otherwise due to Subcontractor until the final payment becomes due to Subcontractor hereunder.

12. **CHANGES:** Contractor may at any time, without notice to the surety or sureties, if any, make any change in the Work, including additions to or deletions from any of the Subcontract Documents, or may require Subcontractor to perform Extra Work. Subcontractor shall proceed immediately with performance of the change or extra work and shall, within ten (10) days thereafter, if any such change or extra work materially affects the cost or time of performance of the Work as a whole, submit written notice claiming such additional compensation of time and/or performance. If, as determined by Contractor, any such change or extra work materially affects said cost and time of performance of the Work as a whole, an equitable adjustment therein shall be made. No changes, extra work or adjustments to the Subcontract shall be binding unless authorized by a written change order issued by the Contractor.

13. **PERFORMANCE REQUIREMENTS:** The Work shall be performed by Subcontractor at the times stated and in accordance with the provisions of this Subcontract. Anything mentioned in the specifications and not shown on the drawings or vice versa shall have effect as if shown in both. In case of conflict or discrepancies among the various Subcontract Documents the matter shall be submitted immediately by Subcontractor to Contractor for decision and such decision shall be final.

14. **ORDER OF PERFORMANCE OF WORK:** Contractor, Owner, other contractors and subcontractors may be working at the site of the Work during the performance of this Subcontract. Contractor reserves the right to direct Subcontractor to schedule the order of performance of the Work in such manner as not unreasonably to interfere with the performance of other work and work by Contractor, Owner or other contractors or subcontractors.

15. **RESPONSIBILITY FOR WORK; PRECAUTIONS:** Subcontractor shall be responsible for, and shall bear any and all risk of loss of or damage to the Work, all materials delivered to the site and all materials and equipment until completion and final acceptance of all Work to be performed under this Subcontract, unless such loss or damage results from the sole active negligence of Contractor.

Subcontractor shall promptly take all precautions which are necessary and adequate against any conditions created during the progress of Subcontractor's Work hereunder which involve risk of bodily harm to persons or a risk of damage to the [illegible], or to property, including the property of Owner and Contractor. Subcontractor shall continuously inspect work and materials and equipment used therein to discover and determine any such conditions and shall be solely responsible for discovery and determination of any such conditions. Subcontractor shall comply with applicable safety standards, codes and regulations in the jurisdiction where the work is being performed, or if none exist in the particular jurisdiction, with the safety standards of the Sa Regulations of the U. S. of America Standards Institute. Subcontractor assumes all liability for its failure to comply with this paragraph.

16. INSPECTION; REJECTION OF MATERIALS AND WORKMANSHIP; ACCEPTANCE: The Work and all materials and equipment furnished and work performed in connection therewith shall at times be subject to inspection by Contractor or Owner. Subcontractor shall, at its own expense, provide safe and necessary facilities and all samples, documents, drawings and lists necess for such inspection. Owner and Contractor shall be afforded full and free access to the shops, factories or places of business of Subcontractor and its subcontractors and suppliers for inspection and to determine the general condition and progress of the Work. If Subcontractor covers all or any portion of the Work prior to any inspection or test by Contractor or Owner, the of any necessary uncovering and replacing shall be borne by Subcontractor. Neither the failure to make such inspection nor to discover defective workmanship, materials or equipment nor appro of or payment to Subcontractor for such work, materials or equipment shall prejudice the rights of Owner or Contractor thereafter to correct or reject the same as hereinafter provided.

If any material, equipment or any part of the Work is determined by Owner or Contractor, either during performance of the Work, or on final inspection, or during any applicable guaran period, to be defective or not complying with the requirements therefor, Contractor shall notify Subcontractor in writing that such material, equipment or work is rejected. Thereupon, Subc tractor shall, at its own expense, immediately replace and correct such defective material, equipment or work by making the same comply strictly with all requirements therefor.

As soon as practicable after completion of all the Work, full inspection and tests will be made by Contractor or Owner. When such inspection and tests have proven that the Work is accordance with the requirements of this Subcontract, Contractor shall notify Subcontractor in writing of final acceptance of the Work.

17. EXPEDITING: The equipment and/or material furnished under this subcontract shall be subject to expediting by Contractor or its representatives. Contractor's personnel shall be al reasonable access to Subcontractor's plants, and those of its sub-suppliers, for expediting purposes. As required by Contractor, Subcontractor shall supply schedules and progress reports for Co tractor's use in expediting.

A separate schedule for field erection shall be furnished to the Contractor's Construction Superintendent.

18. REMOVAL OF DEBRIS AND WASTE MATERIAL: During performance of the Work and upon termination or completion thereof, Subcontractor shall remove all debris and waste materia keep and leave the site of the Work in a condition satisfactory to Contractor.

19. EXTENSION OF TIME—SUBCONTRACTOR'S WAIVER OF DAMAGES FOR DELAY: If Subcontractor's performance of the Work be delayed by any condition beyond the control and without fault or negligence of Subcontractor and which was not foreseeable by Subcontractor at the time this Subcontract was entered into, Subcontractor shall, within seven (7) days of the commencement of any such delay, give to Contractor written notice thereof and of the anticipated results thereof. Within seven (7) days of the termination of any such delay, Subcontractor shall written notice with Contractor specifying the actual duration of the delay. Failure to give either of the above notices shall be sufficient ground for denial of an extension of time. If Contrac determines that the delay was beyond the control and without the fault or negligence of Subcontractor and not foreseeable by Subcontractor at the time this Subcontract was entered into, tractor shall determine the duration of the delay and shall extend the time of performance of this Subcontract thereby.

Subcontractor shall not be entitled to, and hereby expressly waives recovery of any damages suffered by reason of the delays contemplated by this Paragraph 19 and extension of time constitute Subcontractor's sole remedy for such delays.

20. TERMINATION: Should Subcontractor at any time refuse or neglect to supply sufficient properly skilled workmen or materials of the proper quality or quantity, or equipment necess properly to perform the Work, or fail in any respect to prosecute the Work or any portion thereof with promptness, diligence or in accordance with any of the provisions set forth herein, into liquidation other than as part of a corporate reorganization or enter into composition with its creditors or become insolvent, Contractor may upon forty-eight (48) hours' written not Subcontractor terminate Subcontractor's right to proceed with the Work or such part of the Work as to which such defaults have occurred. In the event of such termination, Contractor may upon the premises and into places of manufacture of Subcontractor's suppliers and, for the purpose of completing the Work or enforcing these provisions, take possession of all materials, eq ment, tools and appliances thereon belonging to or under the control of Subcontractor and may either [illegible] the Work by whatever method it may deem expedient including hiring of another Subcontractor or Subcontractors under such form of contract as Contractor may deem advisable, or Contractor may itself provide any labor or materials and perform any par the Work. In such case Subcontractor shall not be entitled to receive any further payment until the Work is completed. If the unpaid balance of Subcontractor's compensation hereunder exceed the expense of finishing the Work, compensation for additional managerial and administrative services and such other costs and damages as Contractor may suffer, such excess sha paid to Subcontractor. If such expense, compensation, costs, and damages shall exceed such unpaid balance, Subcontractor and its sureties, if any, shall be liable for and shall pay the e to Contractor. Failure of Contractor to exercise any of the rights given it hereunder shall not excuse Subcontractor from compliance with the provisions of this Subcontract nor prejudice the of Contractor to recover damages for such default.

Contractor may, at its option, terminate this Subcontract in whole or from time to time in part at any time by written notice thereof to the Subcontractor, whether or not Subcontracto in default. Upon any such termination Subcontractor agrees to waive any claims for damages, including loss of anticipated profits, on account thereof, but as the sole right and remedy of contractor and Contractor, Contractor shall pay Subcontractor in accordance with Subparagraph (iii) below. The provisions of this Subcontract, which by their nature survive final acceptance the Work, shall remain in full force and effect after such termination to the extent provided in such provisions.

(i) Upon receipt of any such notice, Subcontractor shall, unless the notice directs otherwise, immediately discontinue the Work on the date and to the extent specified in the notice; pla further orders of subcontracts for materials, equipment, services, or facilities, except as may be necessary for completion of such portion of the Work as is not discontinued; promptly m every reasonable effort to procure cancellation upon terms satisfactory to Contractor of all orders and subcontracts to the extent they relate to the performance of Work discontinued and thereafter do only such work as may be necessary to preserve and protect work already in progress and to protect materials, plant, and equipment on the Work or in transit thereto

(ii) Upon such termination the obligations of this Subcontract shall continue as to Work already performed and as to bona fide obligations assumed by Subcontractor prior to the dat termination.

(iii) Upon termination for reasons other than default, Subcontractor shall be entitled to be paid the full value, calculated on the basis of the compensation provisions hereof and to the rates prices contained in any bill of quantities or schedule forming part of this Subcontract, of all Work properly done on the site by Subcontractor together with reasonable costs occasioned b termination and not previously paid for, less such sums as Subcontractor had already received on account of the Work performed. If at the date of such termination Subcontractor has pro prepared or fabricated off the site any goods for subsequent incorporation in the Work, and if Subcontractor delivers such goods to the site or to such other place as the Contractor shall rea ably direct, then Subcontractor shall be paid for such goods or materials.

21. PAYMENT: (a) Subcontractor agrees to accept the compensation specified in Section 4 of this Subcontract as full compensation for performing all work and services and furnish materials, supplies and equipment necessary for performing the Work; for all loss or damage arising out of the nature of the Work or from the action of the elements or from any unforesee unknown difficulties or obstructions which may arise or be encountered in the prosecution of the Work until final acceptance; for all risks of every description connected with the Work an all expenses incurred by or in consequence of any suspension or discontinuance of the Work.

(b) Unless otherwise specified in the Subcontract, progress payments shall be made to Subcontractor by Contractor as follows: At the end of each calendar month or as soon thereafter practicable, Contractor shall estimate or cause to be estimated the value of the Work performed hereunder by Subcontractor. Such estimate shall be conclusive upon Subcontractor for purpose of progress payments. Within ten (10) days after the making or receipt and approval by Contractor of such estimate and upon receipt and approval of Subcontractor's invoice, Contr shall pay to Subcontractor ninety (90) percent of such amount less the aggregate of all payments previously made or credited to Subcontractor.

(c) Payments otherwise payable hereunder may be withheld, in whole or in part, by Contractor on account of claims filed or reasonable evidence indicating the probability of filing the the failure (i) to correct defective workmanship or materials; (ii) to cure any default in any of the conditions hereof to be performed by Subcontractor, or (iii) to pay, satisfy or discharge claim of Owner, Contractor or any person against Subcontractor arising out of or in any way connected with the Work; or a reasonable doubt that this Subcontract can be completed w the time specified or for the balance then unpaid. If the foregoing causes are removed to the satisfaction of Contractor, the withheld payments shall promptly be made. If the said causes not promptly removed after written notice, Contractor may rectify the same at Subcontractor's expense, and deduct all costs and expenses incurred thereby from such withheld payments. If withheld payments are insufficient to satisfy the same, or if any claim against Subcontractor shall be discharged by Contractor after final payment is made, Subcontractor and its sure sureties, if any, shall promptly reimburse and pay to Contractor all costs and expenses incurred thereby, regardless of when such claim arose or whether such claim imposed a lien upo Work or the real property upon which the Work is situated.

(d) Contractor may, as a condition precedent to any payment to Subcontractor, require Subcontractor to submit complete waivers and releases of any and all claims of any person, fi corporation in connection with or in any way related to the Work or the performance of this Subcontract. Such releases must be submitted covering all such claims as a condition preceden final payment.

(e) Within thirty five (35) days following final acceptance of all Work hereunder the amount then remaining due to Subcontractor shall be paid, provided, that Subcontractor shall furnished Contractor and Owner with a release of all claims against Contractor and/or Owner arising under or by virtue of this Subcontract, except such claims, if any, as may with the co of Contractor and Owner be specifically excepted by Subcontractor from the operation of the release in stated amounts to be set forth therein.

MORSE BROS.

December 16, 1982

Mr. Paul Braval
Braval Excavation Co.
P.O. Box 11566
Portland, OR 97211

Dear Paul:

RE: Jordan Creek

At the request of Richard Maynard of CMC, I am enclosing a check payable to Braval and CMC and Service Steel. I have calculated the payment as follows:

31,852.9 lbs x $.42	=	$13,378.22
Retainage @5%	=	(668.91)
		12,709.31
Previous payments		(8,797.23)
to Service Steel		(1,979.00)
		$1,933.08

Please sign this check and forward it to CMC with instructions to have them sign it and mail on to Service Steel. Service Steel should release the bond claim with Safeco upon receipt of this check.

Sincerely,

MORSE BROS., INC.

Brad Dennis

Brad Dennis
Contract Coordinator

RECEIVED
FEB 8 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enc.

cc: Service Steel - Bob Ellis
Safeco Insurance - Carl Newman
CMC Construction - Richard Maynard
United Pacific - Larry Olson

Administrative Office • P.O. Box 7 • Lebanon, Oregon 97355 • Phone (503) 258-8141

STATE OF OREGON
Highway Division Region II

INTEROFFICE MEMO
378-2626

TO: W. E. Schwartz, P.E.
ASSISTANT STATE HIGHWAY ENGINEER

DATE: February 8, 1983

FROM: G. W. Wimer, P.E. Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Fisherman's Bridge, M.P. 19.9
Wilson River Highway
Tillamook County

This office believes that we should provide an improved, safer pedestrian access to the very popular Fisherman's Bridge on the Wilson River Highway.

We submitted a plan January 26 to Final Design Engineer Don Adams for incorporation into the Wilson River - Jordan Creek (M.P. 11.8 - M.P. 18.0) Section scheduled for contracting April 28. However, when he checked with the programming section, they advised him that this work is outside of the limits of that project.

The current Morse Brother's Jordan Creek - McNamers Camp (M.P. 18.0 - M.P. 27.8) Project plans include no safety improvement at this location. To improve upon the situation, we staked a minor shift of the alignment and some safety rails. However, the shift of the alignment comes close to a rock bluff on the opposite side of the highway. A design review team, which included Don Adams, suggested the current design.

The current design, estimated to cost $32,000, can either be added to the Wilson River - Jordan Creek Section, which would allow it to be bid, or negotiated onto the Jordan Creek - McNamers Camp Section, which is currently close to a 5% overrun, or let as a separate contract. We believe the latter two are less desireable options and still recommend the inclusion in the Wilson River - Jordan Creek Section if this can be done in time. May we have your authorization to so proceed.

GWW/bah

2/14 Orig to

Jerry – as per our telephone discussion, add this work to the existing Jordan Cr – McNamer Contract by price agreement. This is a worthwhile thing to do & I don't understand why it wasn't a part of the original Contract.

WES

RECEIVED
STATE HWY ENGR
FEB 9 '83
REFER TO
J. Wimer
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

25-387

9516

January 28, 1983

Mr. Kevin L. Brown
Attorney at Law
P. O. Box 928
Forest Grove, OR 97116

CON 5
#9516

Dear Mr. Brown:

This will acknowledge your letter of January 20, 1983, with attached Notice of Claim from Van Doren Red-E-Mix, Inc., concerning the following Highway Division contract:

FILED BY:	Van Doren Red-E-Mix, Inc.
AMOUNT:	$10,800.19 together with interest
FOR:	Concrete
AGAINST (Prime contractor)	Morse Bros., Inc.
CONTRACT NO.:	9516
PROJECT:	Jordan Creek-McNamers Camp Section Wilson River Highway Tillamook County
SURETY:	Safeco Insurance Co. of America
AGENT:	Roland King

We will advise the surety and the prime contractor of the receipt of this claim. Mr. Van Doren's claim is in proper form and we will forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROBERT ANDREW BROWNING - ATTORNEYS PC

POST OFFICE BOX 928, FOREST GROVE, OR 97116
3012-B PACIFIC AVENUE • BALLAD TOWNE SQUARE
(503) 359-4456 OR 640-6091

January 20, 1983

Mr. Robert Gormsen
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Bob:

Enclosed is a Notice of Claim I have prepared for filing with the Secretary of State. You indicated on the telephone that you will be preparing a Notice of Claim in a manner which the Secretary of State is more accustomed to dealing with. I would appreciate it if you would forward the Notice of Claim that you have prepared to me for the signature of John R. Van Doren. Because ORS 279.528 requires the Notice to be signed by the person making the claim or filing the Notice and I anticipate that there may be litigation concerning this claim, I would like to take the extra precaution of having Mr. Van Doren sign the Notice.

Thank you for your assistance in this matter. If you need any further information for completion of the Notice of Claim, please do not hesitate to call.

Sincerely,

Kevin L. Brown
Attorney at Law

KLB:skb
d124/f14

Enclosure: Notice of Claim

RECEIVED
JAN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROBERT ANDREW BROWNING - ATTORNEYS PC

POST OFFICE BOX 928, FOREST GROVE, OR 97116
3012-B PACIFIC AVENUE • BALLAD TOWNE SQUARE
(503) 359-4456 OR 640-6091

NOTICE OF CLAIM

TO: Secretary of State, Norma Paulus
Robert Gormsen, Department of Transportation
Morse Bros., Inc. c/o R. H. Bellinger

Notice is hereby given that the undersigned Van Doren Red-E-Mix, Inc. has a claim for concrete furnished by Van Doren Red-E-Mix, Inc. in the sum of $10,800.19, together with interest thereon from December 30, 1982 until paid at the rate of 18 percent per annum, against the bond taken from Safeco Insurance Co. and Morse Bros., Inc. for construction of the Jordon Creek / McNamers Camp Section project for the State Department of Transportation, contract no. 95-16. The bond number is 2972935.

John R. Van Doren
John R. Van Doren, President
Van Doren Red-E-Mix, Inc.

d84/f14

RECEIVED
JAN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

15.6

STATE OF OREGON
Highway Division – Region 2

INTEROFFICE MEMO
378-2626

DATE: October 6, 1982

TO: Donald R. Adams, P.E.
FINAL DESIGN ENGINEER

FROM: C.O. Fredrickson
C. O. Fredrickson, P.E.
REGION 2 ENGINEER

SUBJECT: Jordan Creek-McNamers Camp Section
Wilson River Highway, Tillamook County
Contract Review

I, too, appreciated the opportunity to spend some time with you, Bob Ewen and your designers going over the subject project with Project Manager, Bud VanCleave. I believe the time was well spent and feel that there was a worthwhile exchange of ideas with no criticism or defensive posture apparent from any of the people involved.

I am concerned with the configuration of the proposed construction at Fisherman's Bridge. I believe that the situation requires some serious thought and still feel that protection of some sort is necessary for the high concentration of pedestrian traffic which utilizes this area during the summer months. VanCleave's proposal would provide that protection, but I can understand your reluctance to crowd traffic toward the rock face even though sections of the highway at other locations are no better.

I have instructed VanCleave to send in some rather finite detail at this location to determine if an alternative solution can be developed which is practical and economical. We will discuss it further when we have had an opportunity to review that data and determine what can be done.

COF/sqh
cc: Pat Schwartz w/attach.
Bud VanCleave w/attach.
Bob Ewen

Contains Recycled Materials

7546

37

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: C. O. Fredrickson
Region II Engineer

DATE: September 29, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Jordan Creek-McNamers Creek
Contract Review

REGION 2 ENGINEER
RECEIVED
OCT - 4 1982
RLE RCE
[✓ RE] [✓ RCE] [✓ RME] RTE ROE
ULE GEO PSO ENV RFE

I appreciate the opportunity to look over the subject job with you and Bud Van Cleave and Bob Ewen on September 27. It's always helpful to get a little closer to the problems that the Resident Engineers and contractors experience.

During that review, we discussed the treatment in the vicinity of Fisherman's Bridge to provide protection for pedestrians on the north side of the highway. Unfortunately, this protection effectively shifted the centerline three feet and moved the eastbound traffic closer to a sheer rock face. There was evidence of raveled rock in the existing shoulder and ditch and I presume that ravelling would continue when the alignment was shifted three feet to the south.

I agree basically that the conditions for pedestrians are rather restrictive with traffic on the one side and a sheer rock cliff down to the Wilson River on the other side. However, I can't agree that the trade-off of moving vehicles closer to the rock face and tightening up the available operating room for the vehicles is the proper solution. On a highway where special effort has been made to protect the motorist from falling rocks and where, in fact, special effort is to be made on this very project to protect the motorist from falling rock by installation of barrier and fencing, it seems that further effort should be made to find a better means of handling this situation.

If a pedestrian bridge on the outside of the rock retaining wall is not feasible or too costly, then I am not sure what the possible solution might be but I do not believe the solution as proposed by Bud Van Cleave adequately considers the safety of the motorist. Further development work on this would be in order.

DRA:ja

cc J. H. Versteeg
C. T. Keasey
Bob Ewen

81-125-1387

Contains Recycled Materials

9516

37

FORM 81-734-

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Tillamook, OR 97141

July 21, 1982

FROM: Hobert Hicks
Ass't Proj.Mgr.

SUBJECT: Jordan Cr.-McNamer's Camp
Cont. #9516
F-35(8)
Signing

TO: C.O. Fredrickson
Region Engineer
Salem

Attached is a drawing of changes made in signing details for the above subject project.

Two "Construction Speed 45" signs, 48"x 60", were added at the beginning & end of the project. Plans and Special Provisions do not show these signs anywhere on the project except at the temporary detour at Sta. 1368+90± where a box culvert is to be built. Because work schedule will require shoulder & one-lane closures throughout the project, these signs were added.

Signing detail on Standard Drawing #2203 for Stage Construction for Box Culvert calls for two "End Construction" signs, 60"x 24". These signs have been changed to "End Work Area" to eliminate confusion with "End Construction" signs which have been placed at the beginning and end of the project.

HH/wej

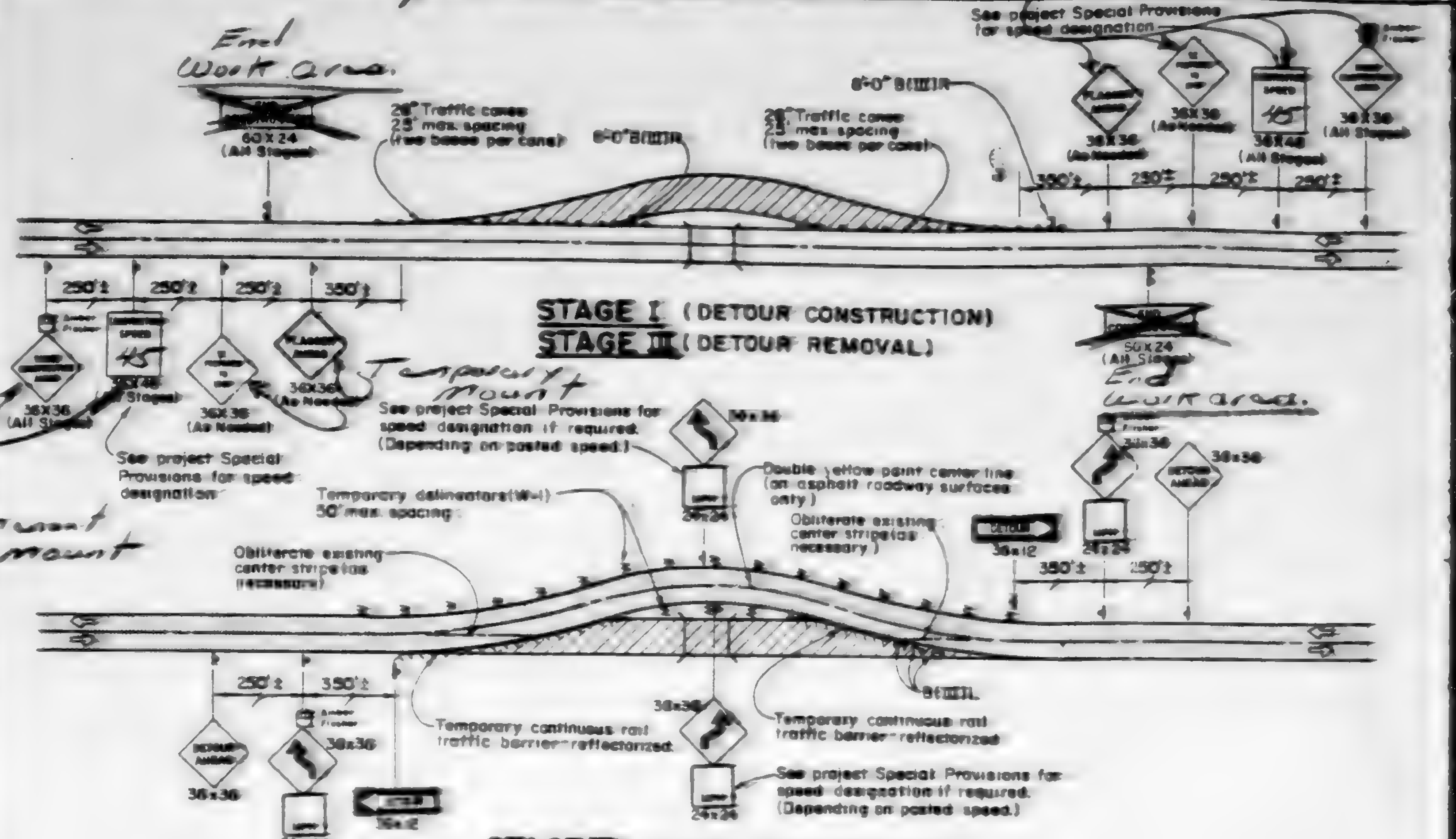
Enclosure
cc: Construction
Bill Beard-~~[illegible]~~Design
file final

Don Adams
Do you agree with these changes?
HC

REFERRED TO
1 Beard
Cole
Erikson

1 ✓
2

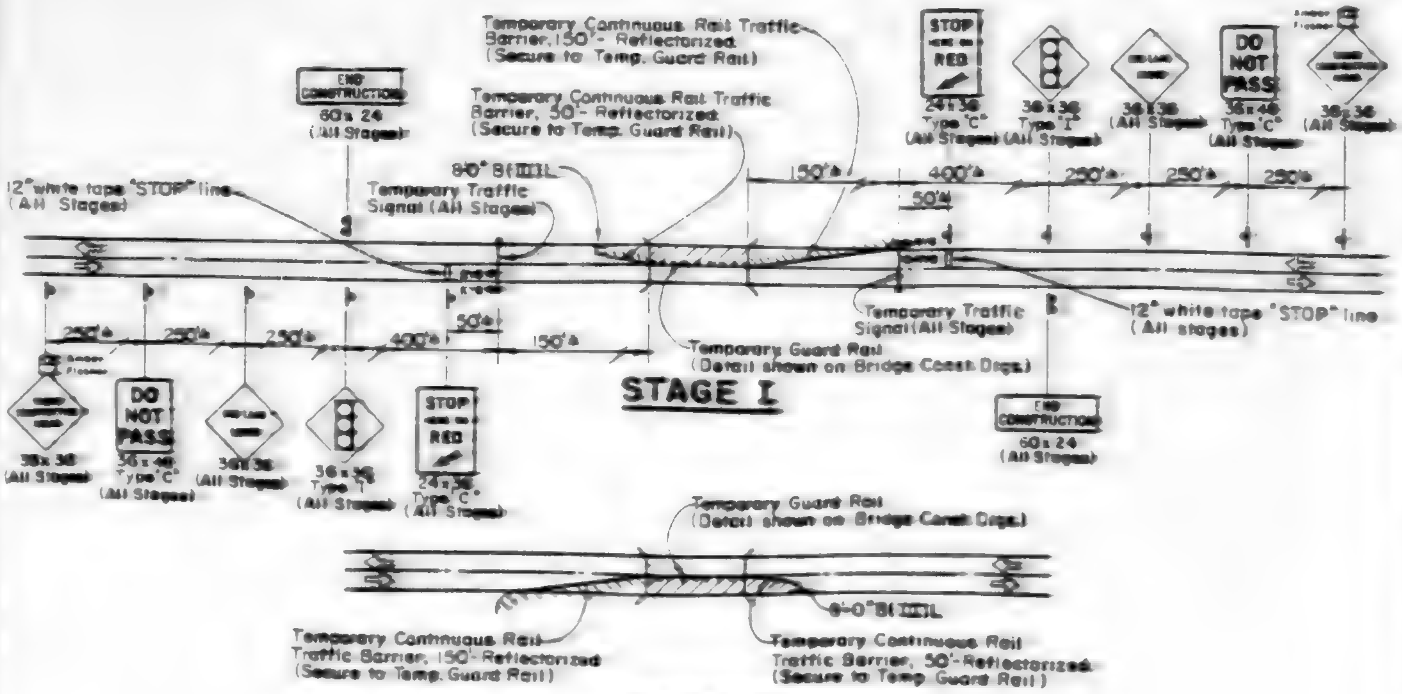
Signs Staked 7/17/92 (Permanent Mount

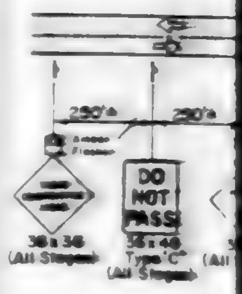

End Work area.
60 X 24 (All Stages)
28" Traffic cones 25' max. spacing (two bases per cone)
8'-0" B(III)R
See project Special Provisions for speed designation
36X36 (As Needed)
36X48 (All Stages)
36X36 (All Stages)
350'±
250'±
250'±
250'±
Amber Flasher
STAGE I (DETOUR CONSTRUCTION)
STAGE III (DETOUR REMOVAL)
50 x 24 (All Stages)
End Work area.
Temporary mount
Permanent mount
See project Special Provisions for speed designation
See project Special Provisions for speed designation if required. (Depending on posted speed.)
36x36
24x24
Double yellow paint center line (on asphalt roadway surfaces only)
Temporary delineators (W-1) 50' max. spacing
Obliterate existing center stripe (as necessary)
36x12
Temporary continuous rail traffic barrier-reflectorized
B(III)L
See project Special Provisions for speed designation if required. (Depending on posted speed.)

STAGE II (BRIDGE CONSTRUCTION)

2 LANE, 2-WAY ROADWAY

RURAL AREA - BRIDGE CONSTRUCTION (DETOUR)


END CONSTRUCTION
60x 24 (All Stages)
Temporary Continuous Rail Traffic Barrier, 150' - Reflectorized (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50' - Reflectorized (Secure to Temp. Guard Rail)
STOP HERE ON RED
24x36 Type "C" (All Stages)
36x36 Type "I" (All Stages)
36x36 (All Stages)
DO NOT PASS
36x48 Type "C" (All Stages)
36x36 (All Stages)
12" white tape "STOP" line (All Stages)
Temporary Traffic Signal (All Stages)
8'-0" B(III)L
150'±
400'±
250'±
250'±
250'±
50'±
Temporary Traffic Signal (All Stages)
12" white tape "STOP" line (All stages)
Temporary Guard Rail (Detail shown on Bridge Const. Dwgs.)
STAGE I
60x 24 (All Stages)
Temporary Guard Rail (Detail shown on Bridge Const. Dwgs.)
8'-0" B(III)L
Temporary Continuous Rail Traffic Barrier, 150' - Reflectorized (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50' - Reflectorized (Secure to Temp. Guard Rail)
STAGE II


250'±
250'±
Amber Flasher
DO NOT PASS
36x36 (All Stages)
36x48 Type "C" (All Stages)

2-LANE, 2-WAY ROADWAY

RURAL AREA - BRIDGE CONSTRUCTION (SIGNALS)

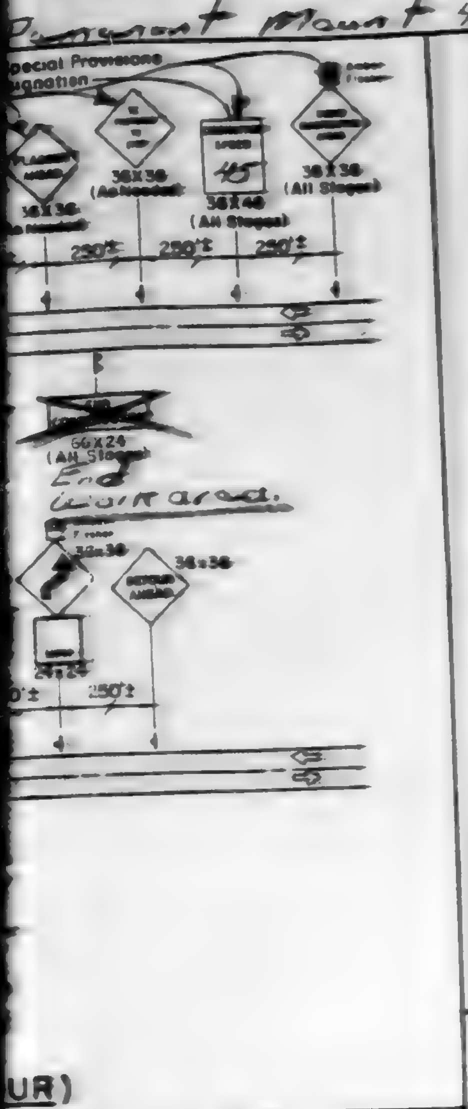
RU

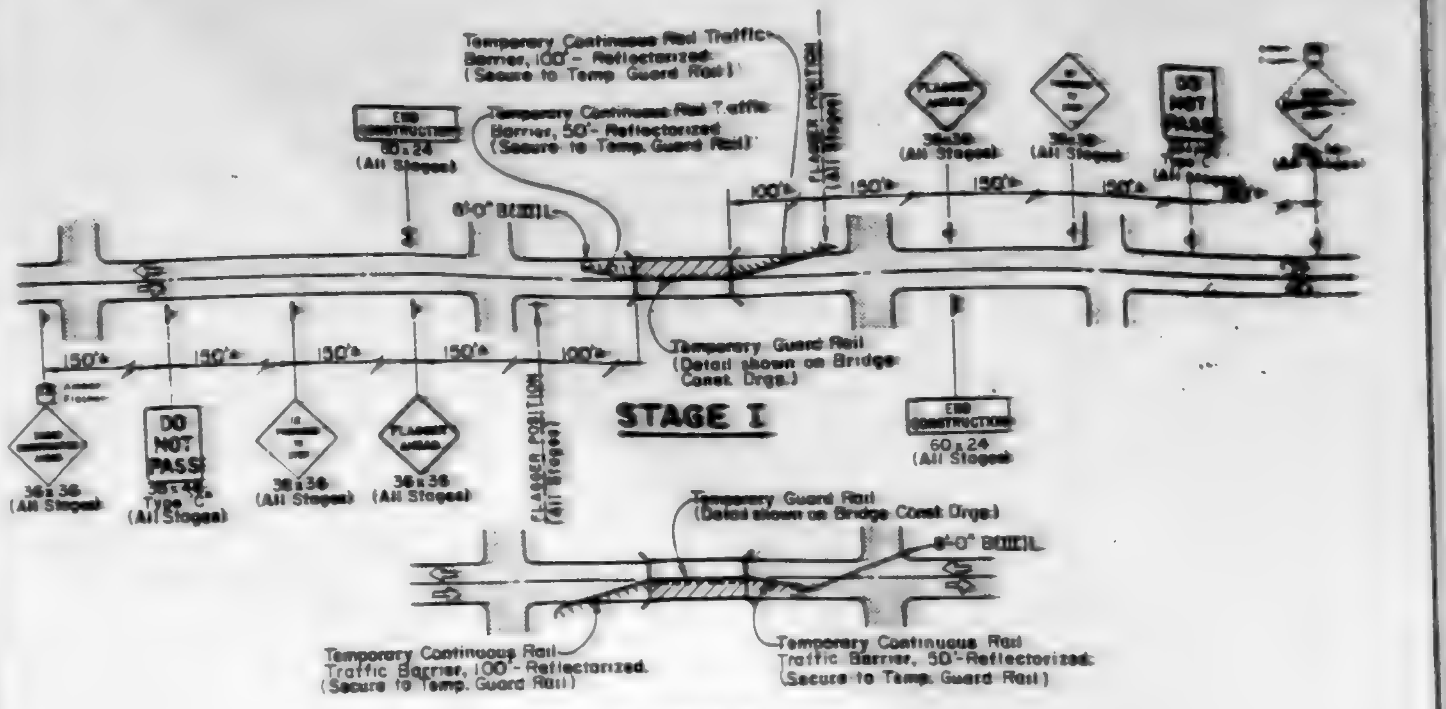
NOTE
THE SCALE OF THIS PRINT IS
APPROXIMATELY [illegible] OF THE
ORIGINAL DRAWING.
DO NOT SCALE

2-6.3

See Back For Detail at End of Project & Beginning

Permanent Mount 4x4 Posts


Special Provisions
designation
36X36 (Advanced)
36X48 (All Stages)
36X36 (All Stages)
250'±
60X24 (All Stages)
End Work area.
36x36
24x24
250'±
(UR)

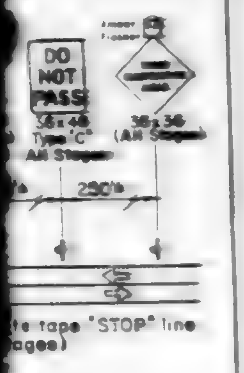

Temporary Continuous Rail Traffic Barrier, 100' - Reflectorized (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50' - Reflectorized (Secure to Temp. Guard Rail)
END CONSTRUCTION 60x24 (All Stages)
8'-0" B(III)L
FLAGGER POSITION (All Stages)
100'±
150'±
36x36 (All Stages)
DO NOT PASS Type "C" (All Stages)
Temporary Guard Rail (Detail shown on Bridge Const. Drgs.)
36x36 (All Stages)
DO NOT PASS 36x48 Type "C" (All Stages)
FLAGGER AHEAD
END CONSTRUCTION 60x24 (All Stages)
Temporary Guard Rail (Detail shown on Bridge Const. Drgs.)
8'-0" B(III)L
Temporary Continuous Rail Traffic Barrier, 100' - Reflectorized. (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50' - Reflectorized. (Secure to Temp. Guard Rail)

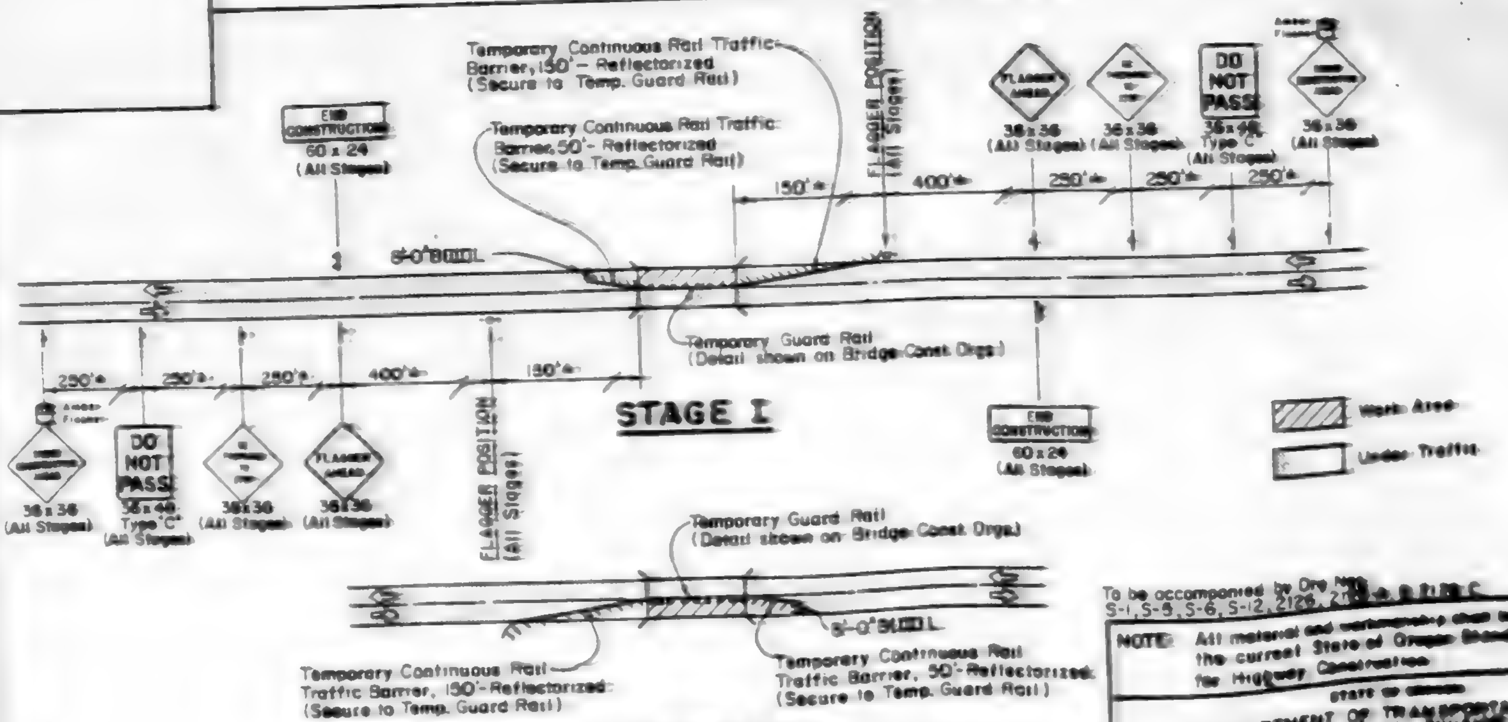
STAGE I

STAGE II

2-LANE, 2-WAY ROADWAY

URBAN AREA – BRIDGE CONSTRUCTION


DO NOT PASS 36x48 Type "C" (All Stages)
36x36 (All Stages)
250'±
...te tape "STOP" line
...ages)


Temporary Continuous Rail Traffic Barrier, 150' - Reflectorized (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50' - Reflectorized (Secure to Temp. Guard Rail)
END CONSTRUCTION 60x24 (All Stages)
FLAGGER POSITION (All Stages)
FLAGGER AHEAD
36x36 (All Stages)
DO NOT PASS 36x48 Type "C" (All Stages)
150'± 400'± 250'± 250'± 250'±
8'-0" B(III)L
Temporary Guard Rail (Detail shown on Bridge Const. Drgs.)
END CONSTRUCTION 60x24 (All Stages)
Work Area
Under Traffic
Temporary Guard Rail (Detail shown on Bridge Const. Drgs.)
8'-0" B(III)L
Temporary Continuous Rail Traffic Barrier, 150' - Reflectorized (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50' - Reflectorized (Secure to Temp. Guard Rail)

STAGE I

STAGE II

2 LANE, 2-WAY ROADWAY

RURAL AREA – BRIDGE CONSTRUCTION (FLAGGER)

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 48% OF THE ORIGINAL DRAWING.
DO NOT SCALE

GENERAL NOTES:

- All signs are to be Type "C" unless otherwise noted on plans.
- Typical Barricade designation – B(III)L. (See Std. Drg. No. 2126-C)

To be accompanied by Drg. Nos. S-1, S-5, S-6, S-12, 2126, 2[illegible] & 2126-C

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction

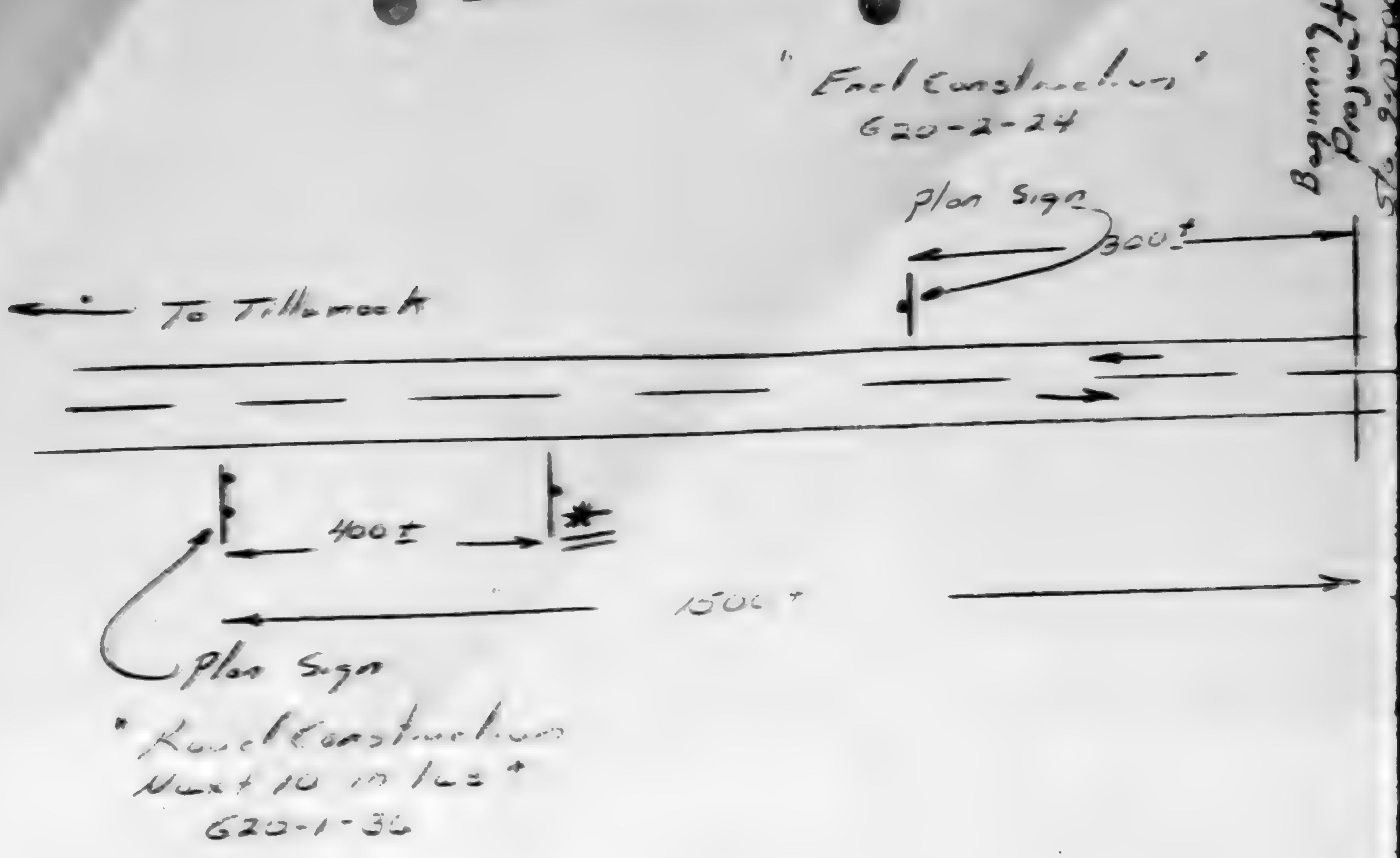
STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

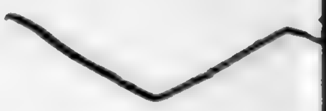
TEMPORARY PROTECTION & DIRECTION OF TRAFFIC
BRIDGE CONSTRUCTION
RURAL & URBAN AREAS
NOVEMBER, 1980

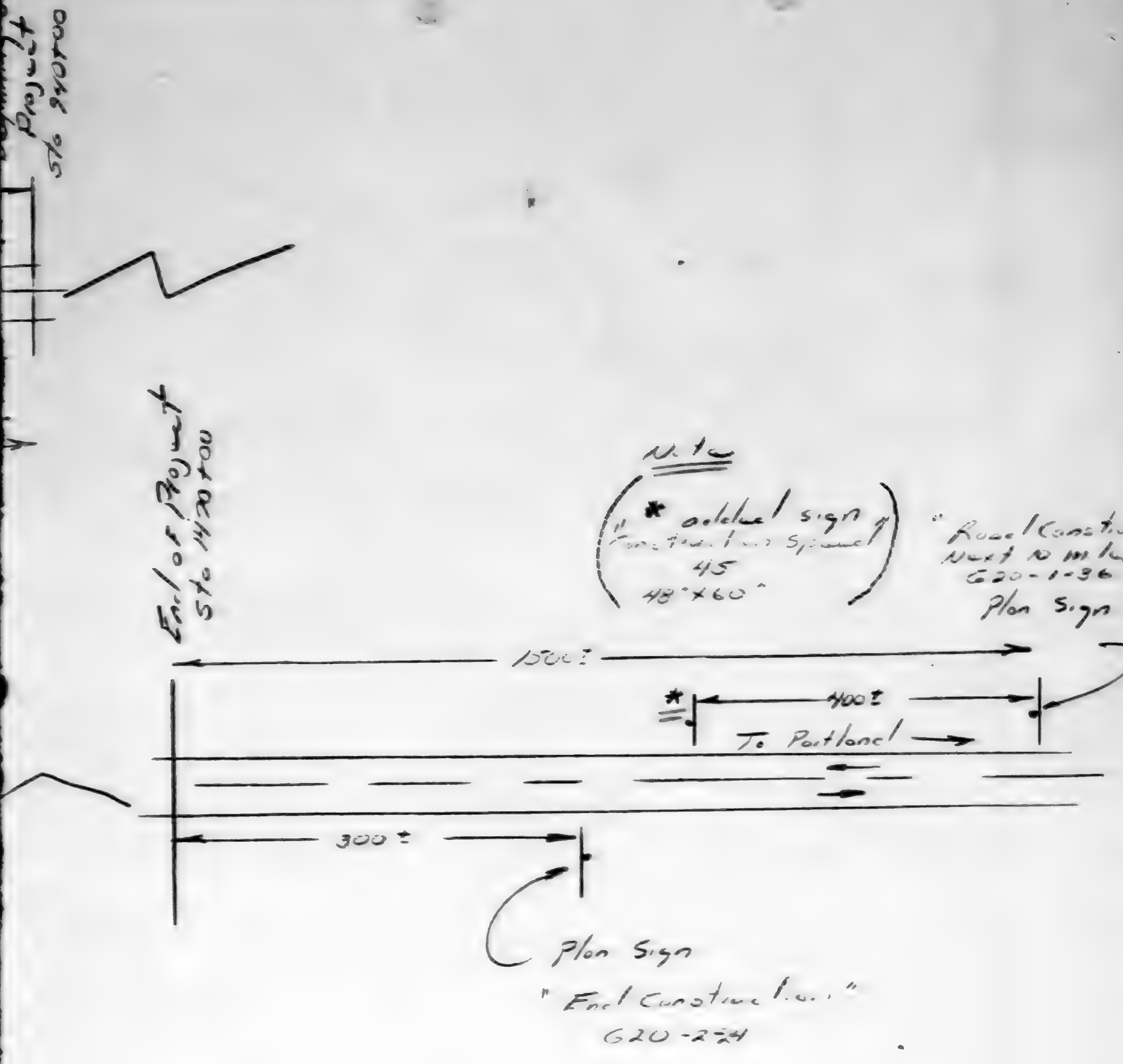
REVISIONS
DATE | DESCRIPTION

APPROVED
ASST. STATE HIGHWAY ENGINEER

DRG. NO. 2203


"End Construction"
620-2-24
Plan Sign
300±
Beginning of Project
Sta 9+2000
To Tillamook
400±
1500±
Plan Sign
"Road Construction
Next 10 miles"
620-1-36




Project ¢
Sta 940+00
Note
* added sign
"Construction Speed 45"
48"×60"
"Road Construction Next 10 miles"
G20-1-36
Plan Sign
End of Project ¢
Sta 1470+00
1500±
400±
*
To Portland
300±
Plan Sign
"End Construction"
G20-2-24

6-7-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-35(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80383

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/9/82

8. FEDERAL ROUTE NUMBER Primary 35

9. STATE ROUTE NUMBER Primary 37

10. GENERAL LOCATION:
Jordan Creek - McNamers Camp Section

11. GENERAL DESCRIPTION OF WORK
Grade and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Signing S.F. $10,000
Permanent Pavement Striping S.F. $7,000
Temporary Pavement Striping S.F. $2,000
Asphalt Cement Adjustment $76,000
on the job Trainees $800
Temporary Erosion Control $100

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/7/82 request and certifying statments are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,913,436 Federal Funds $2,569,067.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
FOR

14. DATE 6/9/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9516

37

1 Versteeg ✓
Anderson
Adams
2 Olson acb
Sullivan

RECEIVED
MAY 18 1982
ROAD DESIGN
SECTION

Do
Return
Action

DES 16

May 17, 1982

Mr. Dale F. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Attention: Glenn H. Rossner

Jordan Creek-McNamers Camp Section
Wilson River Highway
Tillamook County

The primary purpose of this Federal-Aid project is to extend the service life, restore the pavement section and skid resistance of the pavement with a 4-inch overlay and leveling plus a 1 1/2-inch future lift. The existing aggregate shoulders will be cement treated in place to a depth of 12-inches and surfaced with 4-inches of asphalt concrete to a 4-foot width. This section is 10 miles in length with an ADT of 2300. Normal shoulder width for this class highway is 6-feet.

The typical section proposed is 32 feet in width. This typical section can be constructed within the existing highway right-of-way and within the existing roadbed earthwork prism. A wider section would require extensive additional right-of-way. There are three reinforced concrete bridges, each about 200-feet by 30-feet wide within the project. The structures are wider than the approach travelway of 24-feet and are therefore of satisfactory width to leave in place for RRR projects.

The guardrail on this project will be upgraded.

This project has been justified on a cost/benefit ration and has been thoroughly reviewed by our Region staff, Traffic Section and Design staff in terms of obtaining the maximum safety benefits and upgrading possible within the limited money available.

8

We are submitting this letter to you as documentation as requested in your February 15, 1978 letter entitled "Exceptions to Minimum Design Criteria, Non-Interstate Federal-Aid Projects for Pavement Resurfacing."

This project is presently scheduled for the June 24, 1982 bid letting.

J.H. Versteeg
Road Design Engineer
By

Donald R. Adams
Final Design Engineer

WEC:kg

bc: H.S. Coulter
E.S. Hunter
D.H. Moering
Frank Terpin
C.O. Fredrickson
Jack Sullivan
W.E. Cole

1516

4-23-[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-35(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 80383

6. TO
Mr. H. S. Coulter, State Highway ENgineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-23-82
8. FEDERAL ROUTE NUMBER Primary 35
9. STATE ROUTE NUMBER Primary 37

10. GENERAL LOCATION:
JORDAN CREEK - MP 27.8 SECTION (Wilson River Highway) [illegible]

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change -- see below

13. REMARKS

As requested in Mr. Swan's April 12, 1982 letter, I approve the revised Preliminary Engineering costs to a total estimated cost of $159,700; Federal funds $136,965.

(Increase TEC $102,000; FF $87,485)

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO Moehring
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

D[illegible]
4/31/[illegible]

14. DATE 4-23-82
15. SIGNATURE OF APPROVING OFFICIAL G K Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1982 Catching Slough Br. Sec. 9517
on the Coos River Hwy. just
east of Coos Bay. (Skid Resistance)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 2/26/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. HES-000S(5)
COMPLETION DATE (Actual) 9/3/82	ACCEPTANCE DATE BY CONRTACT AGENCY 11/9/82	TIME ELAPSED 100 %	CONTRACT TIME 60 Calendar Days

LOCATION

Catching Slough Bridge

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CATCHING SLOUGH BRIDGE SECTION
COOS RIVER HIGHWAY
Anti-Skid Stud Installation

NOTED
E. SCHWART

This project provided for the installation of 5/16" Nelson anti-skid studs on a steel grid deck under the experimental projects program.

A contract in the amount of $37,359 was awarded to Olson's Mechanical and Heavy Rigging of West Linn, Oregon on 8/3/82. Work began on 8/24/82 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 9/3/82 at a final cost of $38,484, which includes $35,584 for original bid item work, $2,900 for construction engineering and $1,800 for experimental project review and evaluation. The experimental features final report was completed 2/6/86.

The results of tests on job control samples or certifications indicate that the materials incorporated in the construction work and the construction operations controlled by sampling and testing were in reasonably close conformity with the approved plans and specifications.

A total of 21 calendar workdays were used in completing the work as compared with the 60 calendar workdays allowed under the contract.

There were no significant overruns or underruns. The statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
MAR 10 '87
REFER TO Construction

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T.	
TITLE Area Engineer	DATE 3/9/87	TITLE District Engineer B	DATE 3/9/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

7.5

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 8-21	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
PROJECT REPORT NUMBER	7-7-86	Project Number HES-000S(5)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 20, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 51,837	$ 42,544
Federal funds	$ 46,653	$ 38,289
Other revisions		

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7 TH day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

X~~XX~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 28, 1986

Federal-Aid Project No. HES-000S(5)

Catching Slough Bridge
Coos River Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 2,600.00
		Total	$ 2,600.00

Type Code X036
Structure, Br. No. 2287C (Sta. 13+70 to Sta. 23+10)

	Unit Price	Original Quantity	Original Amt.	Rev. Quantity	Rev. Amount
Flagman	$ 25.00	200	$ 5,000.00	129	$ 3,225.00
			$ 5,000.00		$ 3,225.00

Decrease	$ 1,775.00
Subtotal from estimate of 8-12-82	39,159.00
Subtotal	$37,384.00
Engineering	2,560.00
Total	$39,944.00

Length of Structure 0.178 mi.

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	141	$ 2,600.00	$ 2,340.00	$ 260.00
P.E.	141	39,944.00	35,949.00	3,995.00
Total		$ 42,544.00	$ 38,289.00	$ 4,255.00

Group 1	100%
Contract No.	9517
Prefix:	106-1970
Prefix:	C09517

RLC:bkb

9-17

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-242		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-000S(5)
MODIFICATION NUMBER 1	August [illegible]	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 20, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,000.00	$ 51,837.00
Federal funds	$ 6,300.00	$ 46,653.00
Other revisions		

This modification is made for the following reasons: to add construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 12, 1982

Federal-Aid Project
No. HES-000S(5)

Catching Slough Bridge
Coos River Highway
Coos County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 7,000.00

Type Code X036
Structure, Br. No. 2287C (Sta. 13+70 to Sta. 23+10)

Mobilization		All Required	$ 2,160.00
Temporary Protection and Direction of Traffic		All Required	2,794.00
Temporary Signs	74 Sq. Ft.	5.50	407.00
Temporary Barricades	2 Each	53.00	106.00
Flagmen	200 Hour	25.00	5,000.00
Anti-Skid Studs		All Required	26,892.00
			$37,359.00
Anticipated Items			
Experimental Review Costs		All Required	$ 1,800.00
		Subtotal	$39,159.00
		Engineering	5,678.00
		Total	$44,837.00

Length of Structure -------------- 0.178 mi.

SUMMARY OF FUNDS 90%

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,000.00	$ 6,300.00	$ 700.00
Structure	44,837.00	40,353.00	4,484.00
	$51,837.00	$46,653.00	$ 5,184.00

Group 1	100%
Contract No.	9517
Prefix:	106-1970
Prefix:	106-1079

L

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5-56

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

4-20-82

State
Oregon

County
Coos

Project No.
HES-000S(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., Catching Slough Br. @ Eastside

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-5-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,000.00	$ 6,300.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

XX By FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Date executed by Division Administrator 4-20-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon April 13, 1982

Federal-Aid Project
No. HES-000S(5)

Catching Slough Bridge Skid Improvement
Coos River Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$7,000.00
		$7,000.00

Length of Project ------------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,000.00	$ 6,300.00	$ 700.00
Retain in Program			
Contract Work	38,000.00	34,200.00	3,800.00
TOTAL	$45,000.00	$40,500.00	$ 4,500.00

Group 1	100%
Prefix:	106-1970

STATE OF OREGON **INTEROFFICE MEMO**

TO: Section Heads
Region Engineers

DATE: February 12, 1986

FROM: Robert C. Blensly
Research Engineer

SUBJECT: Experimental Features Final Report, OR 82-01
"Anti-Skid Studs on Catching Slough Bridge"

Enclosed is a copy of the final report "Anti-Skid Studs on Open Grid Deck" recounting the performance of Nelson Anti-Skid Studs on Oregon's Catching Slough Bridge in Coos County, Oregon.

The report concludes the studs, which were installed in 1982, were not cost-effective. The tips of the studs wore down within two years, causing the effectiveness to decrease proportionally.

enc.
cc: Larry Rulien
Elton Chang
Frank Morrison
Library
E.S. Hunter
W.E. Schwartz

RECEIVED
STATE HWY ENGR
FEB 13 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

ANTI-SKID STUDS ON OPEN GRID DECK

Experimental Features
Final Report
OR 82-01

by

Allison Petrak
Research Specialist

and

Keith Martin
Research Coordinator

OREGON STATE HIGHWAY DIVISION
Research Section
Salem, Oregon 97310

Prepared for

FEDERAL HIGHWAY ADMINISTRATION
Washington D.C. 20590

February 1986

ACKNOWLEDGEMENT

The authors wish to thank Frank Morrison, Project Manager, Region 3, for providing information on the installation procedures and conducting the inspections.

DISCLAIMER

The contents of this report reflect the views of the authors who are solely responsible for the facts and the accuracy of the material presented. The contents do not necessarily reflect the official views of the Oregon Department of Transportation. The report does not constitute a standard, specification or regulation.

The Oregon Department of Transportation does not endorse products or manufacturers. Trademarks or manufacturer's names appear herein only because they are considered essential to the subject of this document.

INTRODUCTION

Many traffic accidents occur each year due to skidding on roads where the surface texture does not provide adequate friction to maintain control of a vehicle. At sites where accidents occur more frequently than usual, measures are taken to provide a more skid resistant surface. This was the case on the 172 foot long steel swing span portion of the Catching Slough Bridge, on Coos River Highway #241, in Coos County, Oregon.

Although this bridge is only lightly traveled (1), State Highway officials noted an abnormally high accident rate on the steel section of the bridge, and analyzed methods to improve the skid resistance of the open-grid deck. After it was determined that conventional methods would add excessive dead load to the swing span, the installation of Nelson Anti-Skid Studs was selected as the best alternative. This is the final report describing the performance of the studs, which were installed in August 1982.

CONSTRUCTION

The steel grid decking of the swing span is formed in three inch squares, allowing the studs to be installed at the intersections of the grid bars in a 72x23 foot matrix formation. Rows of the studs ran perpendicular to the direction of traffic and were located on nine inch centers, while columns of the studs ran with the direction of traffic on three inch centers.

Construction began with removal of the deck galvanizing by grinding at predetermined stud locations. The 1" long, 5/16" diameter, steel Nelson Anti-Skid Studs were then welded to two sections of the steel grid, using specialized direct current arc welding equipment. Next, the tops of the studs were knocked off with a hammer at a weakened section (see Figure 1) leaving them approximately 1/4" high, with a sharp tip on top. Finally, the studs were wire brushed and painted with Carbomastic 15, an epoxy paint.

At first, traffic was allowed on the structure before the paint had properly dried, resulting in the need to repaint the studs located in the wheel paths. The contractor then decided to wait several hours after painting before opening the lane to traffic. This reduced the necessity for touch-up painting.

A total of 17,633 studs were installed by the four-man crew at a rate of approximately 2,600 per day. About 1200 studs did not bond properly and had to be re-shot. Most failures were caused by a defective wire in one of the welding machines; there were only occasional failures otherwise.

---

(1) Average daily traffic in 1983 was 4,100 vehicles.

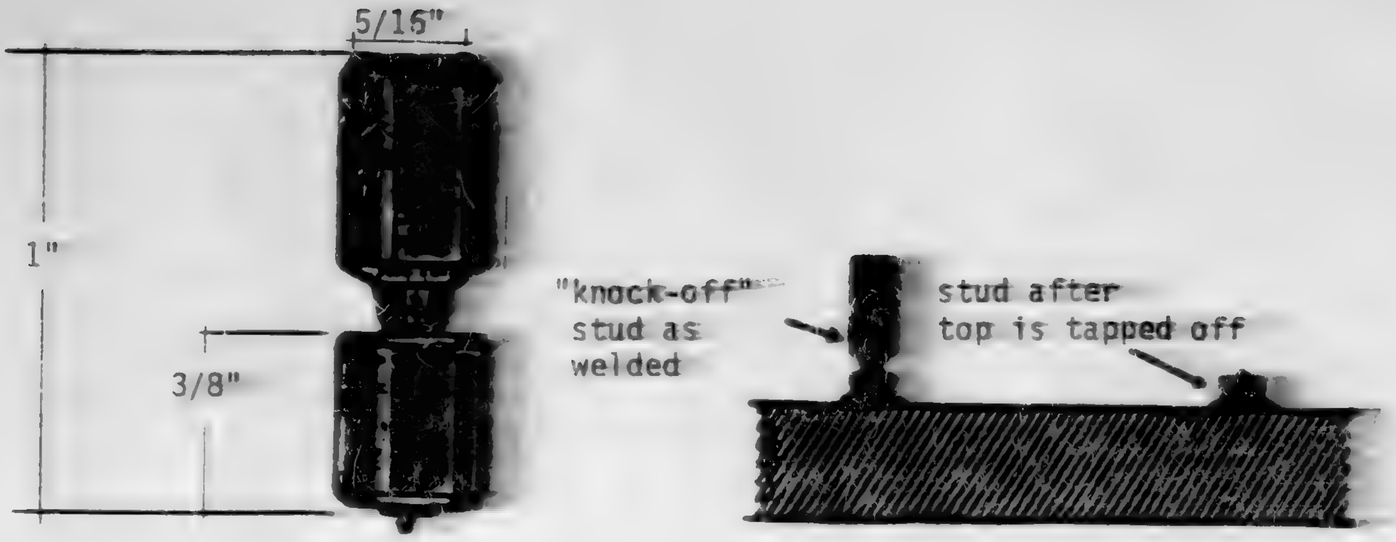

5/16"
1"
3/8"
"knock-off" stud as welded
stud after top is tapped off

FIGURE I: NELSON ANTI-SKID STUDS

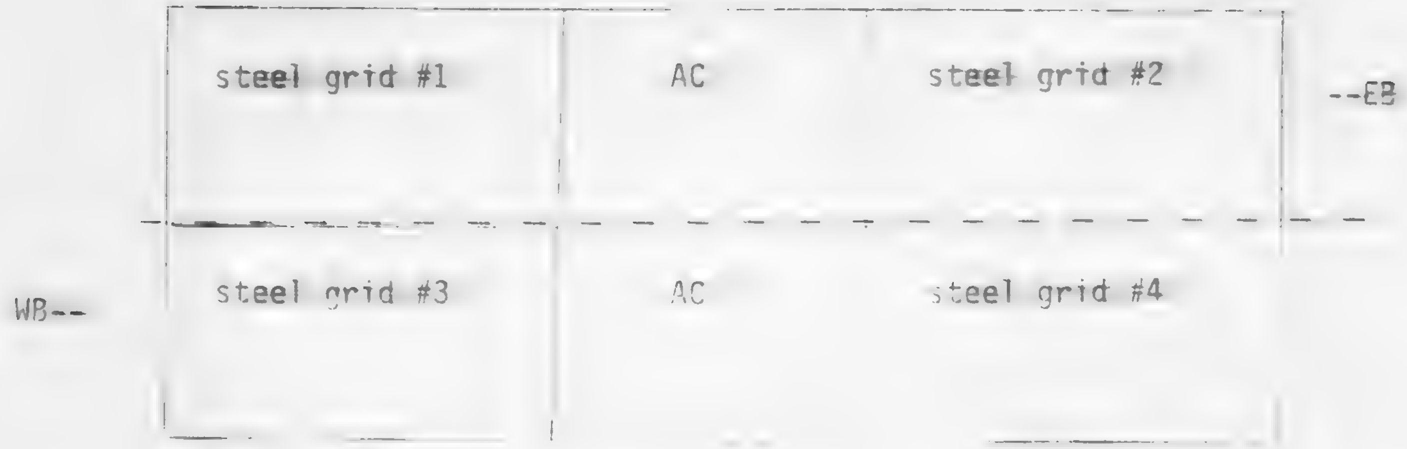

steel grid #1
AC
steel grid #2
--EB
WB--
steel grid #3
AC
steel grid #4

FIGURE 2: PLAN VIEW OF 172' LONG STEEL SWING SPAN OF CATCHING SLOUGH BRIDGE

During the grinding operation, the contractor noticed that the tops of some of the transverse bars of the steel grid were below the level of the adjacent deck. As a result, these rows of studs were offset one grid space causing the row spacings to be nonuniform: six inches on one side of the offset row, twelve inches on the other side. In all, about thirty rows of studs were offset because of low transverse bars.

Following construction, the skid numbers (2) of the studded deck were tested using a skid trailer. It was noted that the skid numbers had almost doubled after installation of the studs, increasing from averages of 32.8 and 30.2 to 62.3 and 62.5, eastbound and westbound respectively.

The steel grid sections of the bridge were too short to test at a speed of 40 mph, but it is possible to approximate the values at 40 mph. As the speed increases, there is a drop of approximately 0.2 skid numbers per mph on pavement. This results in friction values approximately four numbers lower at 40 mph than those obtained at 20 mph. All skid numbers used in this report have been corrected to 40 mph.

One negative side effect was noticed after the skid testing. The tire of the skid trailer subjected to numerous locked-wheel tests ended up badly gouged and had to be replaced. It was determined, however, that except for panic stops the studs would not cause excessive tire wear for normal traffic.

EVALUATION

The project was evaluated over a three year period to determine the effectiveness of the Nelson Anti-Skid Studs in preventing vehicle skidding on the grid decking, and to determine the useful life of the studs. The evaluations included skid testing and visual inspections for wear and/or loss of the studs.

The first year inspection conducted in the fall of 1983 revealed 62 studs missing, amounting to less than one percent. It was noted that several studs in the wheel paths were worn down below the tips, which were left when the tops were broken off. The skid testing was conducted in the westbound lane only, on the easterly steel grid section (see Figure 2, steel grid #3) and on the AC pavement. Both sections were tested four times at a speed of 20 mph. Average adjusted skid numbers were 43.6 for the steel grid and 35.2 for the adjacent asphalt pavement.

(2) Skid Numbers are unitless measures of pavement skid resistance determined in accordance with ASTM Method E274, adjusted to a standard speed of 40 mph. The numbers at 40 mph should be above 37 to be satisfactory, as reported in NCHRP Report 37.

In September 1985 the final inspection and skid testing was done on the bridge deck. The visual inspection revealed 281 studs missing, amounting to only 1.59%, and most of these were in the wheel paths. There was one area where a large patch of studs were missing, possibly due to a vehicle using tire chains. The studs remaining in the wheel paths were worn, being flat or domed on top but most still protruding approximately 1/4" above the deck grid. This projection apparently was not enough to provide effective skid resistance, as evidenced by the skid test results. The adjusted numbers for the steel grid section ranged from 34.6 to 44.8, with three readings below 37. For the AC pavement, the numbers ranged from 48.9 to 58.8, showing a more skid resistant surface than the studded steel decking.

The data show the skid numbers on the AC pavement to be increasing year to year, contrary to what may be expected. This is due to heavy sanding of the road during icy periods. The grinding action of the sand and the freeze-thaw cycle wear the fine material out of the pavement. This increases the coarse aggregates, which in turn increase the skid resistance.

Accident data for the Catching Slough Bridge after the studs were installed showed no accidents occurring in 1982 or 1983. In 1984, there was one rear end collision, resulting in injuries to two people. This accident occurred on the AC pavement at the east end of the bridge, after the car had passed over the swing span. Accident data for 1985 is not yet available.

Although no accidents were reported involving motorcyclists or bicyclists, the potential for injury to riders, if thrown from their vehicles, clearly exists.

CONCLUSIONS

The Nelson Anti-Skid Studs are now 3 years old, and their usefulness has markedly decreased, as shown by the skid testing results. Although the studs were extremely effective in the first year, the tips on the studs wore down much too quickly, reducing the skid resistance proportionally. Noting the light volume of traffic on this bridge, it may be assumed the studs would wear even more rapidly under a heavier traffic volume.

Based on the experience gained from this installation, and the potential for injury to motorcyclists and bicyclists, the Nelson Anti-Skid Studs do not appear to be a cost effective solution for increasing skid resistance on steel grid decks such as the Catching Slough Bridge.

EDITOR'S NOTE: The Catching Slough Bridge is scheduled for replacement in the near future, thus ending the problems resulting from the steel grid decking.

RATHBONE, KING & SEELEY, INC.
ONE S.W. COLUMBIA, SUITE 660, PORTLAND, OREGON 97258 (503) 225-1177 TELEX 360-108

December 12, 1984

Oregon Transportation Commission
Oregon State Highway Division
Salem, Oregon

RE: [redacted] Catching Slough Bridge

Gentlemen:

This is to advise that insurance as provided by Policy # CSB 18 36 39,
of the CONSOLDIATED AMERICAN INSURANCE COMPANY, in favor of
Olson's Mechanical & Heavy Rigging, Inc., 12170 S.E. 162nd, Clackamas, Or
in which you are shown as the loss payee, lessor or are otherwise specified as a certificate holder, will cease as to your interest on
__________ 19__ or TEN (10) days after receipt of this notice or on the effective date of superseding insurance whichever is the earlier.

Very truly yours
RATHBONE, KING & SEELEY

H.F. Torkelson

HFT/ sp

RECEIVED
OMMISSION VICES
DPARTMENT OF TRANSPORTATION

completed
9-23-82

A Member of The Seibels Bruce Group, Inc.
Insurance Underwriters Since 1869
SAN FRANCISCO LOS ANGELES PORTLAND SEATTLE PHOENIX SACRAMENTO

November 12, 1982

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#9517

Gentlemen or Ladies:

Contract No. 9517 awarded to Olson's Mechanical & Heavy Rigging for work on the Catching Slough Bridge Section of the Coos River Highway in Coos County was completed on September 23, 1982 and accepted by the State Highway Division on November 9, 1982.

Final payment in the amount of $1,000 will be released to the contractor after November 17, 1982. The total contract amount is $35,584 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Olson's Mechanical & Heavy Rigging
22764 S. Johnson Road
West Linn, OR 97068

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
A. Shirley

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.: RES

DATE: October 21, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
Robert N. Bothman, P.E.
Assistant State Highway Engineer

SUBJECT: Experimental Features Construction Report
Anti-Skid Studs

Attached are six copies of a construction report on experimental project OR 82-01 entitled "Anti-Skid Studs Installation on Existing Grid Deck." The report covers the installation of anti-skid studs on the open grid decking of the swing span on the Catching Slough Bridge in Coos County.

The purpose was to increase the frictional resistance of the open grid deck surfacing and the method selected was controlled by the need to limit additional dead load.

Installation of the studs almost doubled the friction numbers, increasing from averages of 32.8 and 30.2 to 63.2 and 61.6, eastbound and westbound respectively.

Further evaluations are scheduled after service of one and three years.

Att.

cc H. S. Coulter
Gordon Beecroft

bc W. E. Schwartz
W. J. Hart
J. X. Wilson

GB:pb lb

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO
FOR
Info Inve R/D D R Sign Act File

Form 734-3123

NOTED
W. E SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 22 '82
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

Anti-Skid Studs Installation On Existing Grid Deck

Construction Report

The Catching Slough Bridge on the Coos River Highway in Coos County, Oregon has had an unfavorable history of accidents. Analysis indicated the marginal frictional resistance provided by the open grid steel decking of the swing span may have been a contributory factor in the accidents. Installation of welded steel, anti-skid studs was chosen to provide more texture to the deck after analysis determined alternative methods of improving skid resistance would add excessive dead load to the swing span. Since the use of anti-skid studs is not standard practice in Oregon, the installation was categorized as an experimental feature and an evaluation of their effectiveness was scheduled. This is a preliminary report describing the construction and early testing.

The contractor started work August 24, 1982 and finished September 3, 1982. Anti-skid studs were welded to two sections of steel grid each approximately 72 feet long by 23 feet wide. Installation was accomplished in four steps. First, the deck galvanizing at the stud locations was removed by grinding. Second, the 5/16 inch diameter, one inch long Nelson anti-skid studs were welded to the grid with specialized direct current arc welding equipment. Third, the tops of the studs were knocked off with a hammer at a weakened section, leaving the studs approximately 1/4 inch high. And finally, the studs were wire brushed and painted with Carbomastic 15, an epoxy paint.

The steel grid decking of the swing span forms three-inch squares. A matrix was planned with studs located at certain intersections of the grid bars. The rows of studs run transverse to the direction of traffic and are located at 9-inch spacing and the columns run with the direction of traffic and are located at 3-inch spacing. During the grinding operation, the contractor noticed that the tops of some of the transverse bars were below the level of the adjacent deck. Consequently, these rows of studs were offset one grid space causing the row spacings to be nonuniform; six inches on one side of the offset row, twelve inches on the other side. In all, about thirty rows of studs were offset because of low transverse bars.

Approximately 1,200 studs did not bond properly and had to be re-shot. Most failures were caused by a defective wire in one of the welding machines. There were only occasional failures otherwise. Visual inspection of the puddle ring left around the studs could usually identify faulty welds.

At first, traffic was resumed on the structure before the paint had properly dried resulting in the need to repaint the studs located in the wheel paths. When the contractor stopped painting several hours ahead of opening the lane to traffic, it reduced the touch-up painting that was needed.

A total of 17,633 studs were installed by the four-man crew at a rate of approximately 2,600 per day. One worker did the grinding, two workers operated welding machines and one worker knocked off the tops, wire brushed and painted the studs. The cost of installation including materials, equipment, grinding, welding and painting was approximately $1.50 per stud.

The steel grid sections of the Catching Slough Bridge were skid tested before the installation of the anti-skid studs in August 1981 and after installation in September 1982. The friction numbers almost doubled after installation of the studs, increasing from averages of 32.8 and 30.2 to 63.2 and 61.6, eastbound and westbound respectively. One negative side effect was noticed after the skid testing. The tire of the skid trailer that was subjected to a number of locked-wheel tests was badly gouged after the tests and had to be replaced. Except for panic stops, the studs should not cause excessive tire wear.

The evaluation of this project is to continue for three years with inspections for wear of studs, loss of studs and further skid tests scheduled at one and three years.

9517

NARRATIVE REPORT

Catching Slough Bridge
Coos River Highway
Coos County

Contract No. 9517
F.A.# HES-000S(5)
Prefix 106-1079

This project consisted of installation of Anti-Skid Studs on the metal grid decking on the structure.

The contractor started work August 24, 1982 and completed the project September 3, 1982 at 12:00 noon-The project had 60 Calendar Days, and the contractor used 20½ Calendar Days. There are no liquidated damages on the project.

No claims are anticipated.

When the contractor ground the area for the studs to be welded to, there were some intersections in the existing grid decking that were low. We placed studs in these low areas and a few did not take. We then moved the studs on grid space to get a good weld. During welding, there were several studs that were knocked off by hammering on the studs. These areas were regound and re-shot with a new stud. Most of the re-shoots were traced to a loose wire in one of the welding machines. When the wire was tightened, the re-shoots were reduced to an occasional stud that did not take. By looking at the welded studs, you can tell if the weld was good or not, by the puddle ring left around the studs.

Each day, the contractor wire brushed the newly installed studs and painted them, by hand brushing, with Carbomastic 15 Paint (Part A&Part B).

One problem came up during the painting. We had to do the painting several hours before traffic was turned loose on the structure, or we got thin spots in the wheel tracks. This was re-painted the following shift. And then the contractor stopped painting long enough ahead of their quitting time to allow the paint to dry. This reduced the amount of touch-up painting in the wheel tracks.

This contract was completed in a very short time and all the contractor's work looks good.

F. D. Morrison
F.D. Morrison
P.O. Box 716 Coquille, Ore.
Phone: 396-3707

9517

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: CATCHING SLOUGH BRIDGE
HIGHWAY: COOS RIVER HIGHWAY
COUNTY: COOS COUNTY

CONTRACT NO.: 9517
PREFIX NO.: 106-1079
F.A. NO.: HES-000S(5)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	± %
	SUMMARY				
	Bid Items	$	37,359.00	35,584.00	-5
	Anticipated Items	$	1,800.00	1,800.00	0
	Contingencies	$	1,762.16	0.00	-100
	Engineering	$	3,915.90	2,247.92	-43
	Total		44,837.06	39,631.92	-12

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. #5	Flagmen	Hour	200	129	-36

The Underrun in Flagmen Hours was due to the rapid progress in which the Project was completed.

FORM 734-3000

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Catching Slough Bridge

WEEK ENDING: September 18, 1982

SECTION PREFIX: 106-1079

HIGHWAY: COOS RIVER

COUNTY: Coos

NAME OF JOB: Catching Slough Bridge

KIND OF WORK: Anti-Skid Studs

CONTRACTOR: Olsons Mechanical & Heavy Rigging

CONTRACT NUMBER: 9517

FEDERAL AID PROJECT NUMBER: HES-000S(5)

DATE OF CONTRACT: August 3, 1982

DATE WORK STARTED: August 24, 1982

~~ESTIMATED~~ COMPLETION DATE: September 3, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 20½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 34

PROJECT AUTHORIZATION: $44,837.06

EXCLUSIVE OF ENGINEERING: $40,921.16

ENGINEERING AUTHORIZATION: $3,915.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $37,384.00

This Week 180.84

ENGINEERING COST TO DATE: $2,428.76

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9 %

PERCENT OF AUTHORIZATION: 62 %

DATE PROJECT WAS COMPLETED: September 3, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	Nelson Studs GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0				
MILES PARTIALLY COMPLETED	0				
MILES COMPLETED	0				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible]				
TOTAL QUANTITIES CORRECTED TO DATE	[illegible]				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]				
AVERAGE DAILY QUANTITIES	-				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12 Rain	0		
MONDAY	13 Cloudy	0		Project is completed and submitted to Region Office.
TUESDAY				This is the final weekly report.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

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SEO

RECEIVED
SEP 21 1982
CONSTRUCTION SECTION

OM
CA
LS
JC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	
MONDAY 13	Project is completed and submitted to the Region Office. This is the Final Weekly Report.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is completed and submitted to the Region Office. This is the Final Weekly Report.

SIGNED ________ LOCATION Coquille
[illegible] Morrison, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RES

STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
STATE HWY ENGR
SEP 20 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: J. X. Wilson
Region Maintenance Engineer

DATE: September 17, 1982

Noted

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Friction Numbers on the Catching Slough Bridge

The open grid steel bridge decking of the Catching Slough Bridge was friction tested on September 15, 1982. Recently, 5/16 inch diameter Nelson anti-skid studs were installed within the two open grid steel bridge deck sections to improve frictional resistance. Both east and west steel grids were tested four times in the eastbound and westbound directions at a test speed of approximately 18 mph. A summary of the test results for each steel grid is within the table below.

The table has average friction numbers adjusted to a standard speed of 20 mph and average friction numbers for the actual speed at which the tests were performed. All data has been adjusted to the National Reference Standard.

Catching Slough Bridge

	Adjusted Friction No. @ 20 mph		Friction No. @ Approx. 18 mph	
	East Grid	West Grid	East Grid	West Grid
Eastbound	63.8	60.9	64.2	61.3
Westbound	62.6	62.4	63.1	62.8

The steel grid bridge deck sections were too short to test at a speed of 40 mph. As the speed increase, there is a drop of approximately 0.2 skid numbers per mph on pavement. If the same trend is valid on the open grid decking, the friction values would be approximately four numbers lower at 40 mph than those obtained at 20 mph.

Last year, the average adjusted friction number at 20 mph on the open grid steel bridge decking before the Nelson anti-skid studs were installed was 32.8 in the eastbound direction and 30.2 in the westbound direction.

The 5/16 inch diameter Nelson anti-skid studs have increased the adjusted friction value at 20 mph from the low 30's to the low 60's providing a surface with good frictional resistance.

A copy of the skid tester tape showing the individual tests is attached, in case it is of interest.

GB:HN:pp
Att
cc: R. N. Bothman
E. S. Hunter
W. E. Schwartz
W. J. Hart

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter, P.E. & P.L.S.
Assistant State Highway Engineer
Technical Services Branch

DATE: July 27, 1982 DES 23
7228B

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Anti-Skid Project
Catching Slough Bridge
BR 7228B

R. N. BOTHMAN

We have reviewed the bids received on the subject project and recommend award to the low bidder subject to the concurrence of the Federal Highway Administration.

There were several significant errors in the original engineer's estimate. The price of $120 per thousand quoted to this office by the supplier of the studs prior to advertisement was in error. The correct figure should have been $368 per thousand. The original estimate was overly optimistic on rate of production, assuming 7 days to complete the work. A more realistic assumption would be 11 work days. Taking into account those two factors, and minor other adjustments, raise the engineer's estimate to $34,665, or within 9.2 percent of the low bid.

There were three bids received on the project with the spread between bids indicative of the lack of contractor experience with this type of work. I do not believe anything would be gained by readvertising the project.

This is a Title II Safety Project with a favorable cost/benefit ratio up to a total expenditure of $70,000. The low bid is well within that limit. Attached is a detailed breakdown of the revised engineer's estimate and a copy of the bids received.

The question raised during the advertising period on the possible problems of attaching the studs to the narrow bars on the grid decking has been adequately addressed. A number of studs were successfully attached to a test sample of grid decking.

WJH:jrb
Attachments

cc: Project Management

7-27-82 OK to award
ESH

[illegible]

Contains
Recycled
Materials
81-125-1367

SP*75683-125

REVIEW OF ENGINEER'S ESTIMATE

Catching Slough Bridge
Skid Resistance Project
Bridge 7228B

ASSUME:

1. Crew Size

Flagman	2
Clean & Prep	1 Laborer
Stud Gun	1 Iron Worker
Painting	1 Laborer
Supervision	1 (50% of the time)
Total	6

2. Production Rate

   240 studs/hr. = 1,920 studs per day

3. Studs Required

   18,250 + 10% for loss and reject SAY 21,000 studs required

4. Workdays

   $\frac{21{,}000 \text{ studs}}{1{,}920 \text{ studs/day}}$ = 10.9 days SAY 11 days

ESTIMATE

Materials

Studs $268/1,000 FOB Portland
plus 10% for freight and handling = $0.30/stud

21,000 x $0.30 =	$6,300
Paint	150
	$6,450

Equipment Rental

Allow 1 day each for move in and move out plus 11 work days

Welder	$150/day x 13 =	$1,950
Stud gun and miscellaneous support equipment	$ 50/day x 13 =	650
Truck (2½ Ton)	$ 80/day x 13 =	1,040
		$3,640

Labor

Clean and prep	Laborer 11 days x 8 hr. x $22/hr =	$1,936
Stud Welding-Iron Worker	88 hrs. x $35/hr =	3,080
Paint and clean-up laborer	88 hrs. x $22/hr =	1,936
		$6,952

Supervision

Allow 50% of Labor Cost	$6,952 x 0.50	= $3,476
	Subtotal	$20,518
	+ 20% Profit	4,103
Anti-Skid Studs, Lump Sum		$24,621

REVISED ENGINEER'S ESTIMATE

	ITEM DESCRIPTION	QUANTITY	UNIT COST	TOTAL COST
1.	Mobilization		Lump Sum	$ 3,000
2.	Temporary Protection and Direction of Traffic		Lump Sum	2,000
3.	Temporary Signs	74 S.F.	$ 6.00/S.F.	444
4.	Temporary Barricades	2 EACH	100.00/EA	200
5.	Flagmen	200 HOURS	22.00/HR	4,400
6.	Anti-Skid Studs		Lump Sum	24,621
				$34,665

Low Bid by Olson Machine and Heavy Rigging	$37,859
Difference	$ 3,194
Percent of Difference	9.2%

WJH:jrb
7-27-82

Project No. 1 – Coos County
Catching Slough Bridge Section
FAP 10% = $25,705.90　　EE = $23,369.00

July 22, 1982
MBE: M__% W__% T__%

Page 1 of 1

Olson Mech & Heavy Rigging 37,859　　1.60　60% over

Don Haash 42,450

Schrader Const 54,500

					Low Bid	2nd Bid	3rd Bid
1.	Mobilization	Lump Sum	All	1,325.00	2,160	4,000	11,600
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	2,000.00	2,794	1,000	3,000
3.	Temporary Signs	Sq. Ft.	74	6.00	5^50	10	6^75
4.	Temporary Barricades	Each	2	100.00	53	100	250
5.	Flagmen	Hour	200	22.00	25	22^50	20
6.	Anti-Skid Studs	Lump Sum	All	15,000.00	20,892	32,000	34,900

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter, P.E. & P.L.S.
Assistant State Highway Engineer
Technical Services Branch

DATE: July 23, 1982

DES 23
2278D

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Skid Resistant Treatment
Catching Slough Bridge
BR 2278D

The low bid received on July 22 on the addition of skid-resisting welded studs to the open grid decking on the Catching Slough Bridge exceeded the Engineer's Estimate of $23,369 by 60 percent. I recommend taking the bid under advisement at this time. I have several questions which need to be addressed before we will be in a position to make a recommendation. I anticipate a recommendation by July 28.

This is the first attempt by the State to apply studs to open grid decking to obtain skid resistance and, consequently, there is a lack of both contractor experience and estimating data. There was a question raised during the advertising period on the mechanics of welding the studs to the narrow bars of the grid decking. We are discussing with Multnomah and Douglas Counties their experience with studs placed by County Forces. In addition, arrangements have been made with Multnomah County to apply studs to a test section of decking on Monday, July 26. If the test application of studs is successful and in the event that we cannot support the low bid, then our recommendation will be to undertake the work with State Forces subject to concurrence and participation by the FHWA.

WJH:jrb

NOTED
E S HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 26 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Ret	File

Contains Recycled Materials
81-125-1387

9517 6-30-82 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-000S(5)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20059

2A. COUNTY NAME Coos

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/30/82

8. FEDERAL ROUTE NUMBER FAU 2640 & Secondary 109

9. STATE ROUTE NUMBER Secondary 241

10. GENERAL LOCATION:
Catching Slough Bridge

11. GENERAL DESCRIPTION OF WORK
Skid resistance

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Experimental Review $1,800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/25/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $28,818 Federal Funds $25,936.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 12 '82
REFER TO Moehring
FOR
Info [illegible] R/D D R Sign Act File

14. DATE 6/30/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9517

2

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION – SALEM

Subject: Catching Slough Bridge
HES-000S(5) Experimental Features Projects

Date: June 21, 1982

From: Division Administrator

Reply to Attn. of: HRP.1-OR/430.2

To: Mr. Robert N. Bothman, Ass't Highway Engineer
Oregon State Highway Division

Your June 17, 1982 letter requested approval of the work plan to install Nelson Anti-Skid Studs on the Catching Slough Bridge. We have reviewed your work plan and approve its use on the subject project.

for Dale E. Wilken

cc:
Region (O. Haselton, HRT-010)
(w/5 cys of Work Plan and 1 cy FHWA 1461)

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
FOR

[illegible]
[illegible]
[illegible]
[illegible]
-22-82

GENERAL FILES

RES 6

DATE: June 17, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

/s/ E. S. Hunter

FROM:
Robert N. Bothman, P.E.
Assistant State Highway Engineer

SUBJECT: Catching Slough Bridge
Experimental Features Project

Enclosed for your review and approval are six copies of a proposed Category II Experimental Features Project entitled "Anti-Skid Studs Installation on Existing Grid Deck" to be applied to the Catching Slough Bridge swing span on the Coos River Highway in Coos County, Bridge No. 2273D.

Several accidents have been attributed to skidding on the open grid steel decking of the swing span on this structure. This proposal is to evaluate the effectiveness of Nelson anti-skid studs in preventing vehicle skidding on the grid decking and to determine the useful life of the studs. Installation of the studs was selected after analysis found alternative methods of improving the skid resistance of the deck infeasible because they would add excessive dead load to the swing span.

An initial experimental project report, Form FHWA 1461 is also enclosed.

We request your approval for this experimental features project and work plan.

Enc.

GB:pb 1b

bc Alfred Shirley Jr. w/enc.
Frank Morrison w/enc.
W. J. Hart w/enc.
Gordon Beecroft

RCS HHO-30-19

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT	EXPERIMENTAL PROJECT NO. STATE YEAR NUMBER SUF. 1 O R 8 2 - 0 1 ☐	CONSTRUCTION PROJ. NO. 8 BR 2278D	LOCATION 28 COOS COUNTY
	EVALUATION FUNDING 48 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION	NEEP NO. 49 ☐☐	PROPRIETARY FEATURE? 51 ☒ YES ☐ NO
SHORT TITLE	TITLE 52 ANTI-SKID STUDS ON OPEN GRID DECK		
THIS FORM	DATE MO. YR. 140 0 6 - 8 2	REPORTING 144 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL	
KEY WORDS	KEY WORD 1 145 BRIDGEDECKS	KEY WORD 2 167 GRIDS	
	KEY WORD 3 189 SKIDRESISTANCE	KEY WORD 4 211	
	UNIQUE WORD 233	PROPRIETARY FEATURE NAME 255 NELSON STUDS	
CHRONOLOGY	Date Work Plan Approved: MO. YR. 277	Date Feature Constructed: MO. YR. 281	Evaluation Scheduled Until: MO. YR. 285
	Evaluation Extended Until: MO. YR. 289	Date Evaluation Terminated: MO. YR. 293	
QUANTITY AND COST	QUANTITY OF UNITS *(Rounded to whole numbers)* 297	UNITS 305 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☐ TON 6 ☐ LBS. 7 ☐ EACH 8 ☐ LUMP SUM	UNIT COST *(Dollars, Cents)* 306
AVAILABLE EVALUATION REPORTS	315 ☐ CONSTRUCTION	☐ PERFORMANCE	☐ FINAL
EVALUATION	CONSTRUCTION PROBLEMS 318 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE	PERFORMANCE 319 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☐ UNSATISFACTORY	
APPLICATION	320 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY	4 ☐ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED	*(Explain in Remarks if 3, 4, 5, or 6 is checked)*
REMARKS	321 New request. Costs and other details not yet known. 700		

FORM FHWA 1461
(REV. 6-79)

Previous Editions are Obsolete

Request for Category 2 Experiemental Features Project
Catching Slough Bridge Swing Span
Coos River Highway-Coos County
Bridge 2278D
Anti-Skid Studs Installation on
Existing Grid Deck

PURPOSE

The purpose of this request is to evaluate the effectiveness of Nelson Anti-Skid Studs in preventing vehicle skidding on the existing steel grid decking and to determine the useful life of the studs.

HISTORY

The bridge is 932 feet in length with a 172-foot steel swing span over the slough channel. There are ten 19-foot pile trestle approach spans on the west end and thirty 19-foot pile trestle approach spans on the east end.

The roadway has a 20° curve on the west end of the structure.

The approach spans have a timber deck overlayed with a 3-inch AC wearing surface. The old AC covered timber deck on the swing span was replaced with the existing steel grid deck in 1979.

Since the deck replacement, the vehicle accident records on the bridge are as follows:

Year	No. of Accidents
1979	0
1980	3 Non-Fatal
1981	3 (1 Fatal)

Indications are that some of these accidents were initiated by the vehicle skidding on the grid decking.

SCOPE

Install 5/16-inch diameter Nelson Studs on the steel swing span grid decking as shown by Drawing B-912.

DESCRIPTION OF WORK

The existing grid decking will be cleaned at stud locations by spot grinding or wire brushing to bare metal prior to welding studs in place.

Studs to be welded at planned locations by automatic stud welding equipment.

EVALUATION

The stud installation will be given a visual inspection at completion of the project.

Inspections will be made at one year and three years after completion of the project to determine the durability of the studs under traffic. Loss of stud material due to wearing under traffic will be checked.

Accident records will be logged to evaluate their effectiveness in preventing loss of vehicle control because of skidding. To gain additional data on the studs' effectiveness the State will perform four skid tests as follows:

1. Before installation of studs
2. After installation
3. One year after installation
4. Three years after installation

A brief report will be prepared on the construction phase of the project, outlining any problems with the installation of the studs, equipment used, traffic control, etc.

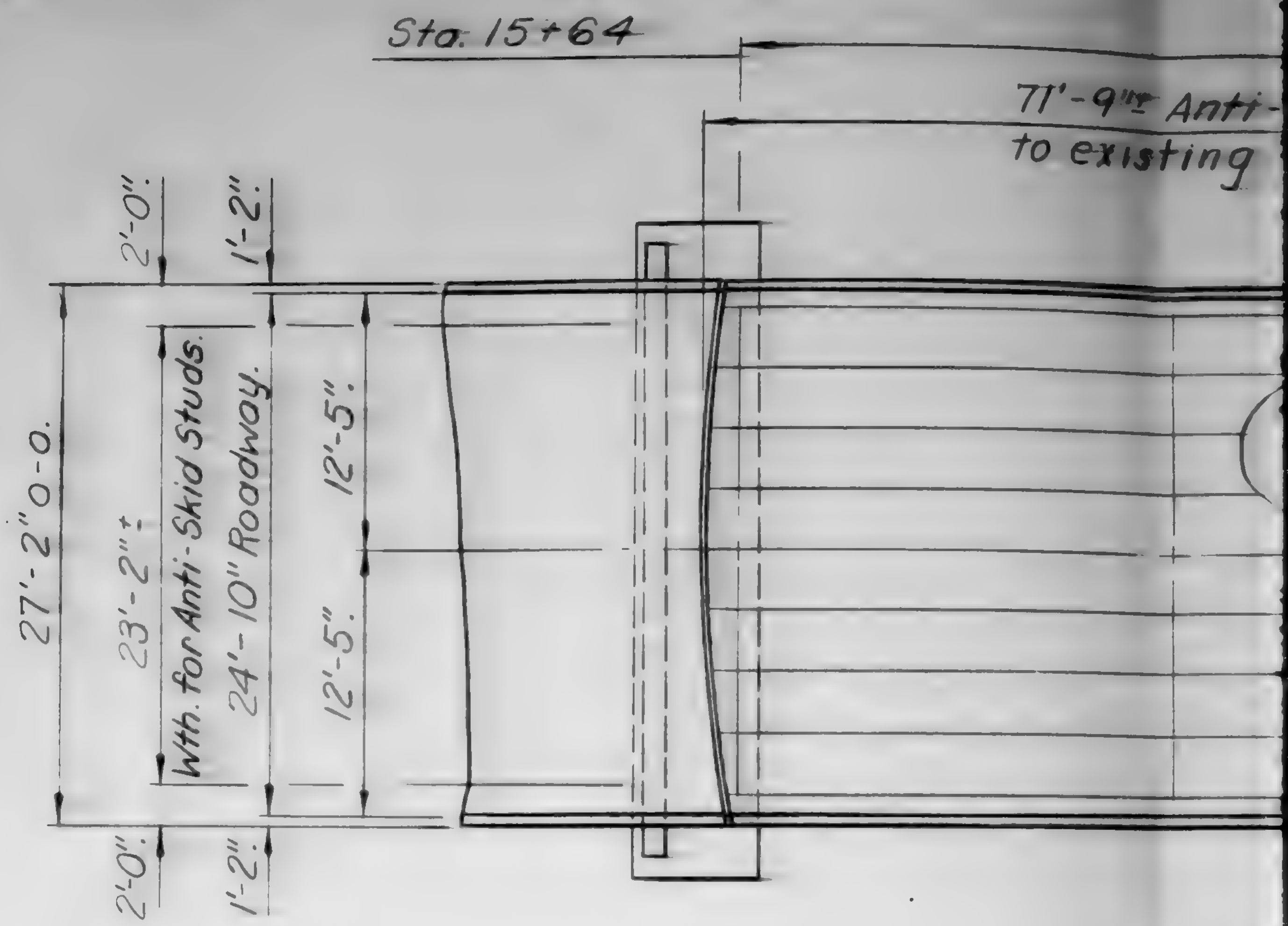
COST ESTIMATE

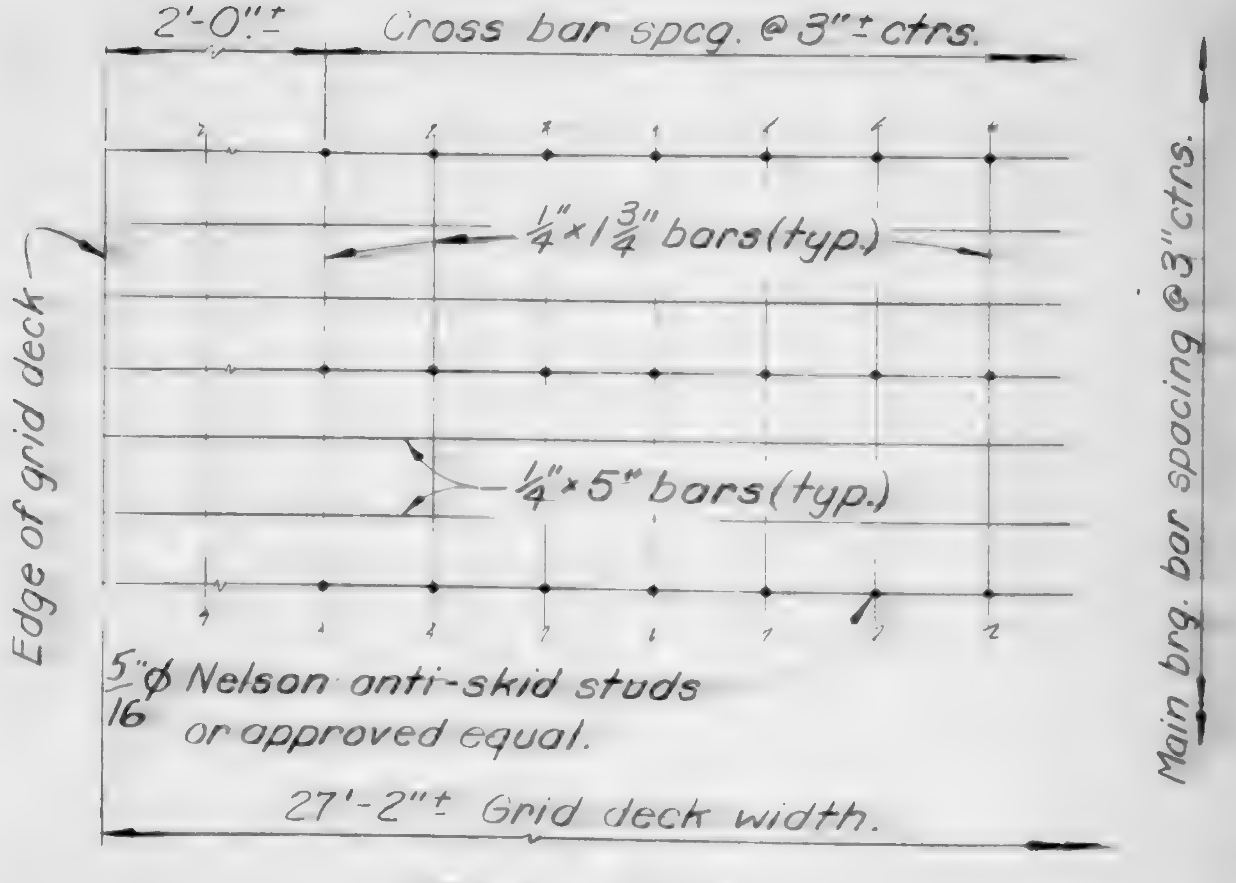
Mobilization		$ 750	
Material Cost			
Studs 18,250 x $0.12	$2,190		
Welding Machine Rental	500		
Power Supply	500		
Paint	100		
		$ 3,290	
Labor			
Cleaning and Preparation	$ 320		
Installing Studs			
4 men @ $20/hr =			
$80 x 8 hrs x 7 days	4,480		
Cleaning and Painting After Installation			
75 hrs x $20/hr	1,500		
		$ 6,300	
Maintenance of Traffic		$10,000	
			$19,590
15% Profit and Overhead			2,940
			$22,530
20% Engineering and Contingencies			4,500
ESTIMATED TOTAL COST			$27,030

Additional Costs

Experimental Features Evaluation and Reporting	
Inspections	$ 400
Skid Tests	900
Reports	500
TOTAL	$ 1,800

JA:jrb
6-10-82


Sta. 15+64
71'-9"± Anti-
to existing
2'-0"
1'-2"
27'-2" O-O.
23'-2"±
Wth. for Anti-Skid Studs.
24'-10" Roadway.
12'-5"
12'-5"
2'-0"
1'-2"


2'-0"±
Cross bar spcg. @ 3"± ctrs.
1/4"x1 3/4" bars(typ.)
1/4"x5" bars(typ.)
Edge of grid deck
5/16"ϕ Nelson anti-skid studs
or approved equal.
27'-2"± Grid deck width.
Main brg. bar spacing @ 3" ctrs.
Traffic.

DETAIL "A"

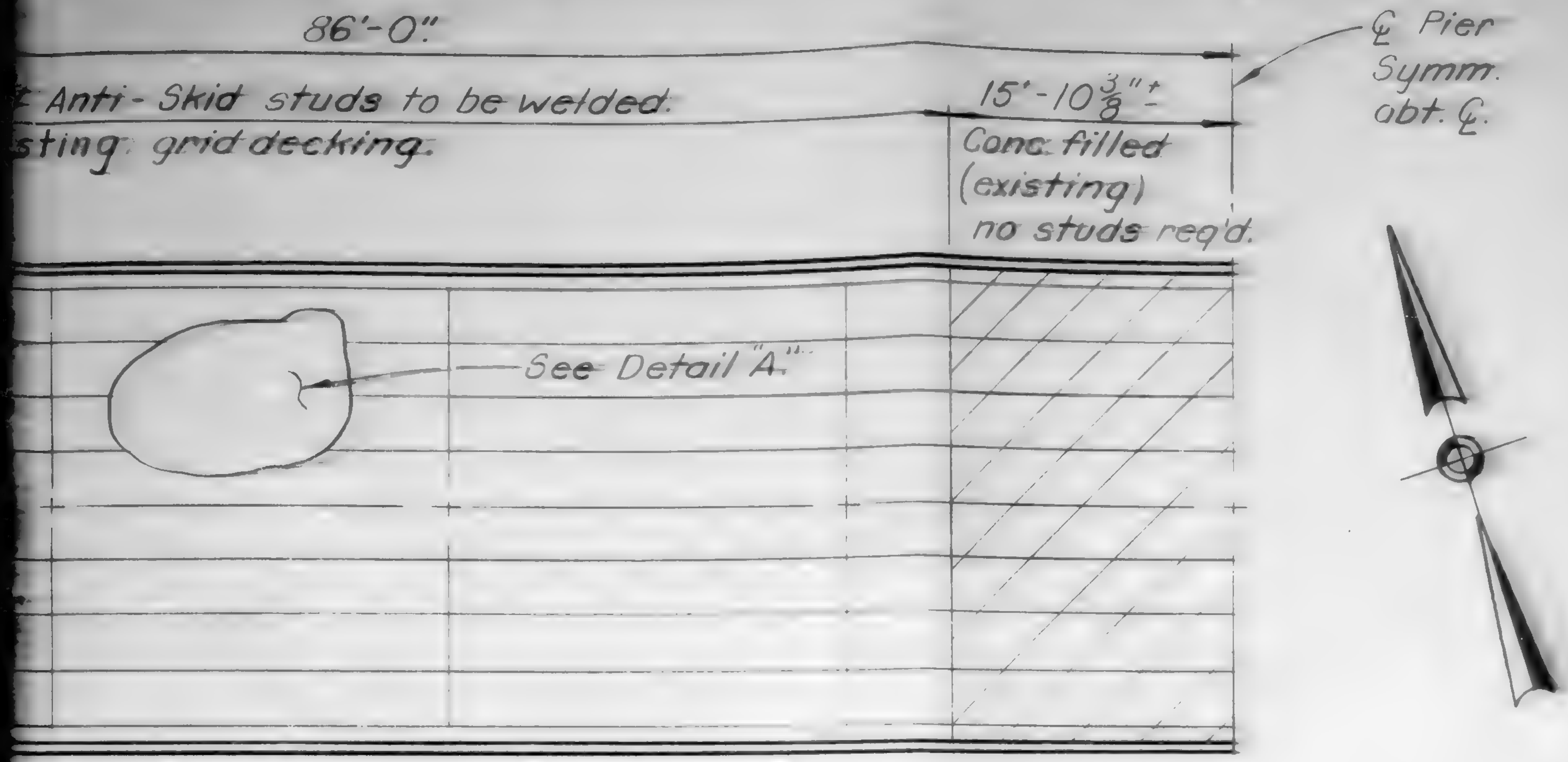
No Scale.

Not

Gr

Accompanied

Reviewed TCT 5-10-82
LLW 6-1-82

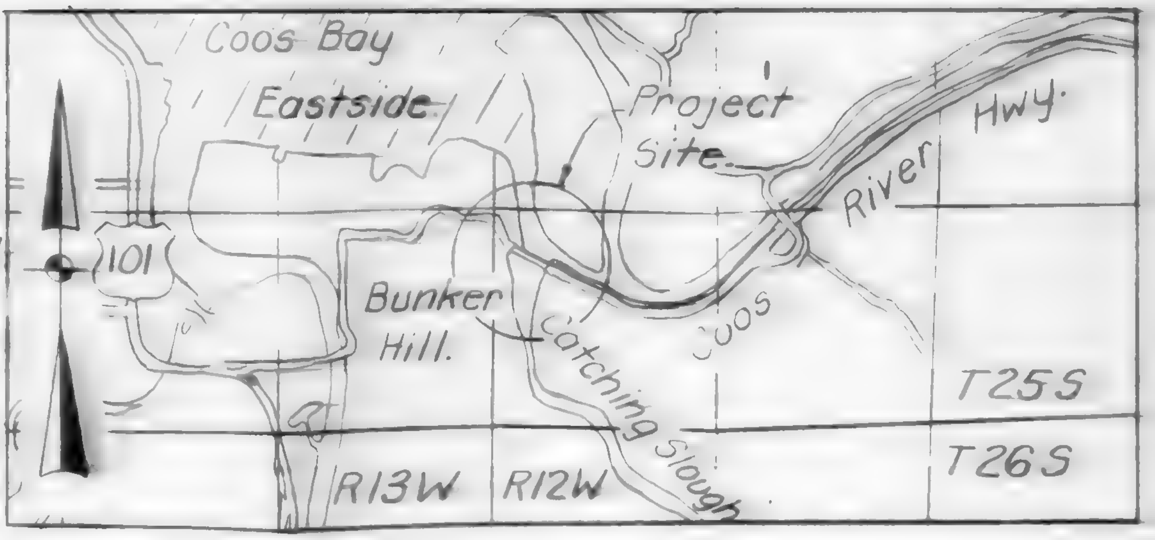

86'-0"
...t Anti-Skid studs to be welded.
...sting grid decking.
15'-10 3/8"±
℄ Pier
Symm.
abt. ℄
Conc. filled
(existing)
no studs req'd.
See Detail "A"

HALF PLAN

Scale: 1" = 10'-0"

Note:

Grid decking to be cleaned and galvanizing removed by spot grinding to bare metal at stud locations before welding.
See special provisions.


Coos Bay
Eastside
Project
Site
Hwy.
River
101
Bunker
Hill
Catching Slough
Coos
T25S
T26S
R13W
R12W

VICINITY MAP

No Scale.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

CATCHING SLOUGH BRIDGE SWING SPAN
STUD INSTALLATION
FOR GRID DECKING.

APPROVED BRIDGE ENGINEER	DATE 5/6/82 DESIGNED J.A. DRAWN C.W.	BRIDGE NO. 2278D DRAWING NO. B-912

...panied by Dwg 5976

1577 2

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION – SALEM

Subject: Oregon Project HES-000S(5), Bridge No. 2278C
Catching Slough Bridge Swing Span
Coos River Hwy., Coos County

Date: May 21, 1982

Reply to Attn of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have received Mr. Thompson's transmittal memorandum of May 12, 1982, with attached Dwg. B-912, for increasing the skid resistance on the Catching Slough Bridge on the Coos River Highway.

The corrective measures you propose are new and should be evaluated as to effectiveness. Approval to proceed is given subject to an evaluation study one year after completion and three years after completion of the installation.

Approved copy of Dwg. B912 is returned herewith. [illegible]

For
Dale E. Wilken

Attachment
Dwg. B-912

cc:
OSHD (W J Hart, Br)

RECEIVED
TECHNICAL SERVICES
MAY 24 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
MAY 24 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1517

rn

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-000S(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20059

6. TO

Mr. H. S. Coulter
Oregon State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-5-82

8. FEDERAL ROUTE NUMBER FAU 2640 & Secondary

9. STATE ROUTE NUMBER Secondary 241

10. GENERAL LOCATION:

Catching Slough Bridge (Skidproofing) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION – Including utility preparatory work at a TEC of $7,000 - F.F $6,300

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3-29-82.

14. DATE 4-5-82

15. SIGNATURE OF AUTHORIZING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 29, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20059
Project No. HES-000S(5)
Catching Slough Bridge (Skidproofing) Section
Coos County

Attached data consists of PR-1 forms with project maps, Collision Diagrams, pictures, sketch map and Authority for Survey.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the Statewide Categorical Exclusions approved by FHWA on 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval for the project.

By computation, the section of highway containing this project would rank 49th on the Rural Priority List and 5th on the Urban Priority List previously submitted to the Federal Highway Administration.

DRH:bkc
Attachments
cc: L.E. George
Alfred Shirley (Region 3)
General Files

Form 734-3122

Hwy 241

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Catching Slough Bridge

HIGHWAY NAME: Coos River

HIGHWAY NUMBER: 241

REGION 3	ADMINISTRATIVE DISTRICT 7	COUNTY Coos	CITY

LENGTH: 0.22

MILEPOST NUMBER: 2.11 TO 2.33

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II, Sec. 209

METHOD OF CONSTRUCTION: ☒ CONTRACT ☒ STATE FORCE ☐ OTHER State forces for G.R. contract for skid resistance work

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER see below

PROJECT DESCRIPTION

This project is proposed to improve unsafe conditions on Catching Slough Bridge. The structure has a steel grid deck on the opening section and under wet conditions, it is very slick. Vehicles have gone out of control on the steel grid and then plunged through on the wood railing sections.

This project is proposed to replace the wood railing with steel guardrail sections. Also proposed is a study and implementation of some satisfactory method to improve skid resistance on the steel grid deck. The structure is subject to opening and weight is a critical consideration in determining an acceptable construction design.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 4,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☒	☐	☐	☐	☐
	PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): N/A

DESIGN STANDARDS: N/A

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Frank E.

Location Engineer

Date 3/5/82

REFERRED TO

Beard Staudenmeyer

Cole Mann

Eriksen / Watson

Hager Dorn Leu

Return Discuss Do File Due

BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures (Modification)	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River Catching Slough	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

Right of Way (cont.)	YES	NO	MAYBE
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type: Telephone

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	--
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	--
CORRIDOR APPROVAL	( )	--
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	--
DESIGN APPROVAL/FINAL EIS	( )	--
RIGHT-OF-WAY DESCRIPTIONS	( )	--
RIGHT-OF-WAY ACQUISITION	( )	--
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ________ (Region) ________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

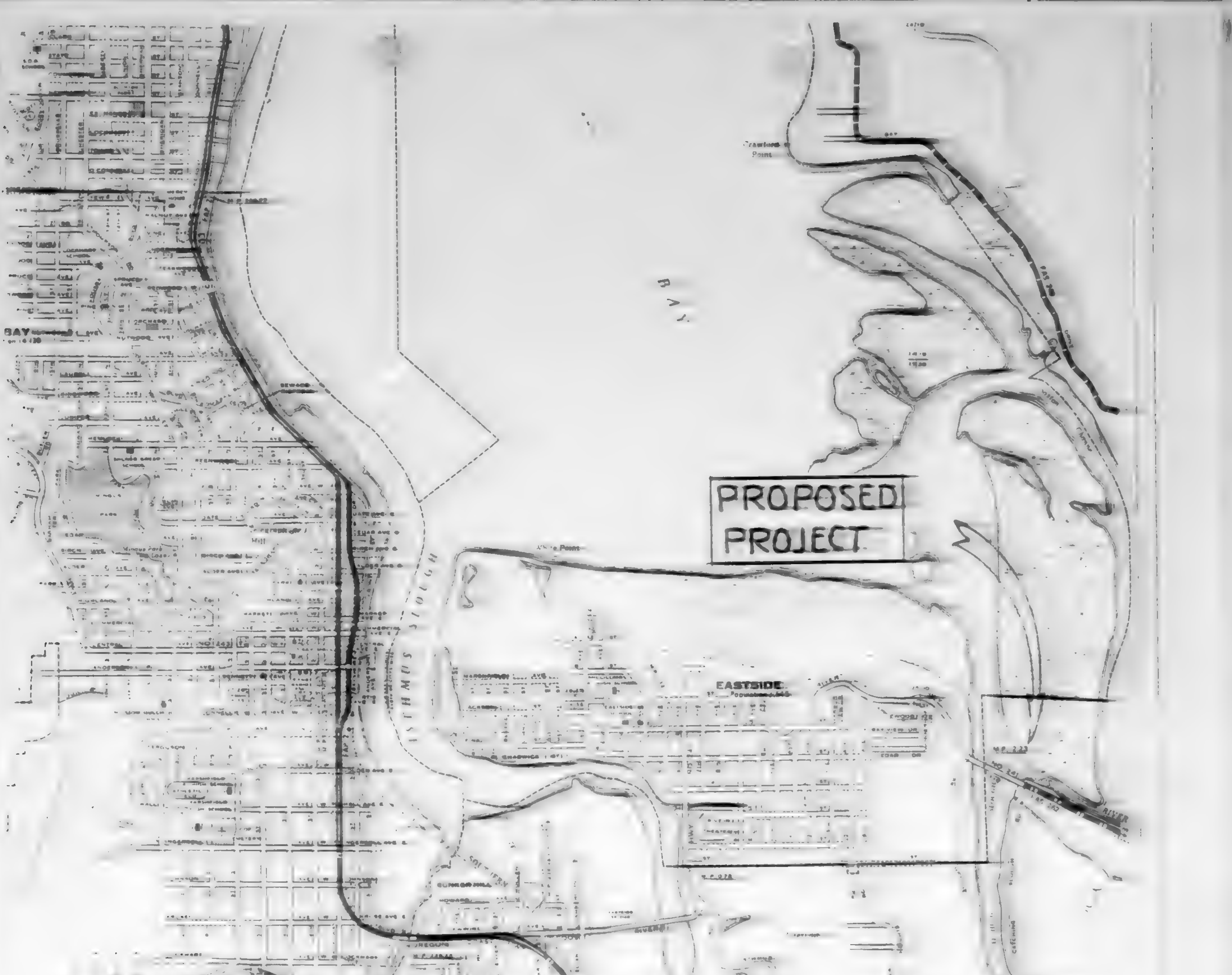
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,000,000	11,000
RIGHT OF WAY		
TRAFFIC CONTROL		8,000
ILLUMINATION		
STRUCTURES rail and skid resistance	61,000,000	83,000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES	6,000,000	17,000
PROJECT TOTAL	69,000,000	119,000

SUBMITTED BY Roger E. Patitz


PROPOSED
PROJECT
BAY
Crawford Point
EASTSIDE
ISTHMUS SLOUGH
BUNKER HILL
ENGLEWOOD
BAY PARK
RIVER

COOS BAY, NORTH BEND,
EASTSIDE,

AND VICINITY

COOS COUNTY OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised March 1975

SCALE IN FEET

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 10-1

TO: H. S. Coulter
State Highway Engineer

DATE: January 25, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard
Elimination Project
Coos River Highway MP 2.20

A project has been requested to improve the skid resistance of the open steel grid surface on the Catching Slough Drawbridge on the Coos River Highway.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Catching Slough Bridge Skid Improvement Coos River Highway Coos County	$40,000	$36,000	$4,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

NOTED
L. E. GEORGE

L E George

L. E. GEORGE - TRAFFIC ENGINEER

RHB:np

NOTED
GLEN L. CLARK

orig to [illegible]
cy George
files

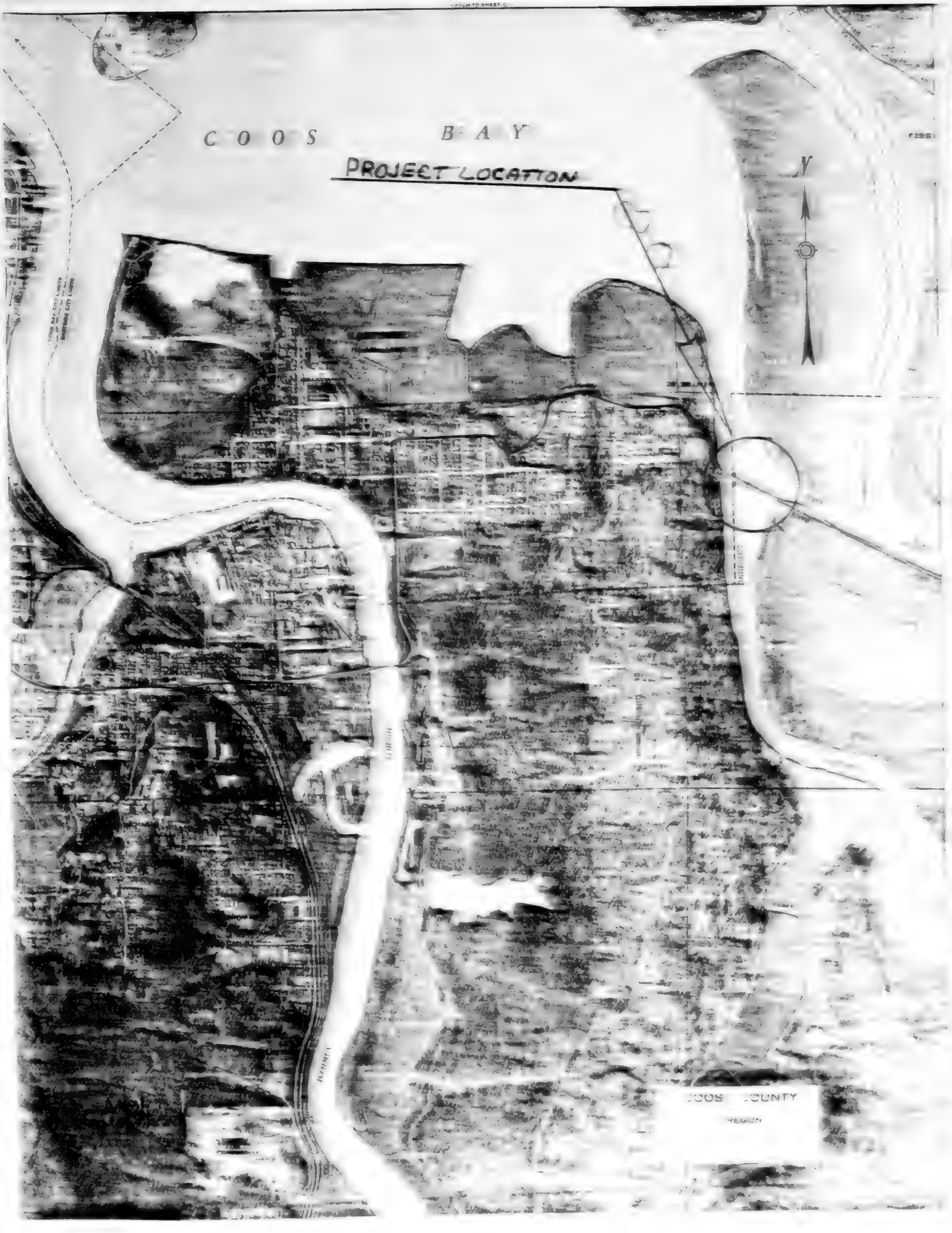
APPROVED:

H S Coulter
State Highway Engineer

1/28/82
Date

ECEIVED
[illegible] 1982
ENGINEERING

NOTED
DWAYNE HOFSTETTER


MATCH TO SHEET
COOS BAY
PROJECT LOCATION
COOS BAY CITY LIMITS
COOS COUNTY
OREGON

MAI
XRES

STATE OF OREGON

INTEROFFICE MEMO

TO: J. X. Wilson
Region Maintenance Engineer

DATE: August 18, 1981

Gordon Beecroft pb

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Catching Slough Bridge Deck

H. S.

Skid tests on the open grid steel decking of the Catching Slough Bridge will be scheduled within the next few weeks. We hope to include other necessary work in the area to minimize the wasted travel time.

Attached are skid test results that we made on the open grid decking of the Portland bridges at the request of Multnomah County. The average values range from about 20 to 31 for the different lanes and different bridges. In general, national studies have indicated that wet-weather accidents start to increase when the skid number falls below about 37. All of the open grid values fall below that number and within a fairly narrow range. It is likely the Catching Slough Bridge will have skid numbers of a similar value.

I am sending this information in anticipation of finding low skid numbers on your bridge.

GB:pb
Attachment
cc w/att: H. S. Coulter
R. L. Schroeder
B. E. Brown

RECEIVED
STATE HWY ENGR
AUG 19 '81
REFER TO
FOR
Info | Inves | R/D | Draft | Sign | Act | File

Form 81-734-3040

M. Harris
8/23/78

OREGON STATE HIGHWAY
DIVISION

TABULATION S

SHEET 2 OF 5

Hawthorne Bridge

Direction/Lane	Type Surface	No. Skids	Adj. Skid No. (Ave.)	Std. Dev.		Milepost from Reference
EBd Rt. Lane	AC	1	47.8	—		N.A.
	PCC	1	34.6	—		N.A
	Steel	4	20.0	1.5		N.A.
	PCC	4	35.6	3.0		N.A.
WBd Rt. Lane	PCC	4	35.6	2.4		0.05 - 0.27
EBd Lt. Lane	AC	1	42.1	—		0.02
	PCC	1	35.1	—		0.09
	Steel	5	21.6	2.0		0.14- 0.35
	PCC	5	38.9	2.3		0.40- 0.[illegible]
WBd Lt. Lane	PCC	5	3[illegible]	2.6		0.28- 0.34
	Steel	5	20.4	2.3		0.39- 0.62
	PCC	1	38.8	—		[illegible]
EBd Center Lane - run end	PCC	5	35.3	1.0		[illegible]- [illegible]
EBd-Center Lane to Rt Lane on Steel deck	PCC	5	3[illegible]	1.4		0.04 0.31
	Steel	5	21.1	2.4		0.37- 0.61
EBd-Lt Lane	Steel	4	21.[illegible]	3.[illegible]		[illegible] [illegible]
	PCC	1	36.[illegible]	[illegible]		0.34- 0.41

M. Harris
8/23/78 TABULATION S
SHEET 3 OF 5 S

OREGON STATE HIGHWAY
DIVISION

Morrison St. Bridge

Direction/ Lane	Type Surface	No. Skids	Adj. Skid No. (Ave.)	Std. Dev.		Milepost from Reference	
WBd Lt. Lane	PCC	2	35.7	—		0.27- 0.35	
	Steel	1	31.0	—		0.43	
	PCC	2	32.8	—		0.52- 0.58	
EBd Rt Lane	PCC	2	36.3	—		0.06- 0.10	
	Steel	1	29.7	—		0.23	
	PCC	1	31.0	—		0.31	
WBd Lt. Lane Grate Only	Steel	1	31.1	—		0.42	
EBd Rt Lane Grate Only	Steel	1	30.6	—		0.23	
WBd Center Lane	PCC	2	34.7	—		0.27-	
	Steel	1	30.6	—		0.43	
	PCC	2	38.2	—		0.47- [illegible]	
EBd Center Lane	PCC	2	31.6	—		0.07- 0.14	
	Steel	1	33.9	—		0.23	
	PCC	4	35.3	2.2		0.24- 0.54	
WBd Center Lane Grate Only	Steel	1	29.2	—		0.42	

Form 81-734-3040

M. Harris
8/23/78

OREGON STATE HIGHWAY
DIVISION

TABULATION SI
SHEET 4 OF 5 SH

Morrison St. Bridge

Direction/ Lane	Type Surface	No. Skids	Adj Skid No. (Ave.)	Std. Dev.		Milepost from Reference	
WBd Rt. Lane	PCC	3	37.5	2.9		0.22 - 0.38	
	Steel	1	28.4	–		0.43	
	PCC	2	34.6	–		0.44 - 0.54	
EBd Lt. Lane	AC	1	32.5	–		0.02	
	PCC	2	33.1	–		0.08 - 0.14	
	Steel	1	27.5	–		0.23	
	PCC	4	36.3	5.2		0.31 - 0.53	
WBd Rt. Lane Grate Only	Steel	1	27.7	–		0.42	
EBd Lt. Lane Grate Only	Steel	1	28.5	–		0.23	

M. Harris
8/23/78

Form [illegible]

OREGON STATE HIGHWAY
DIVISION

TABULATION

SHEET 5 OF 5

Broadway Bridge

Direction Lane	Type Surface	No. Skids	Adj Skid No. (Ave)	Std. Dev.		Milepost from Reference		
EBd. Lt. Lane Grate Only	Steel	1	26.2	—				
WBd. Lt. Lane Grate Only	Steel	1	21.5	—				
EBd. Lt. Lane	Steel	1	24.9	—				

4517

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

James S. Overhuls
Chief of Police
City of Eastside
P.O. Box 4325
Eastside, OR 97420

August 17, 1981

In Reply Refer to
File No: MAI 12

Dear Cheif Overhuls:

RE: Grid Decking
Catching Slough Bridge

As we discussed over lunch Wednesday, we are in the process of trying to identify reasons for the rash of recent accidents on Catching Slough Bridge.

I have scheduled our skid resistance testing equipment to determine if the grid deck is particularly slippery under adverse weather conditions. We have also called for a collision diagram covering the past 8-10 years to see what the historic accident experience is and if there has been a change since the grid deck was installed. When we have some solid evidence to go on we can then take appropriate corrective action.

I want to assure you that something will be done to eleviate accident potential and resulting consequences, but I can't tell you right now exactly what the ultimate solution might be. I will keep you informed of our progress.

Cordially,

[illegible]

J.X. WILSON
Regional Maintenance Engineer

jxw/cp

cc: H.S. Coulter
R.L. Schroeder
B.E. Brown

RECEIVED
STATE HWY ENGR
AUG 18 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

POLICE DEPARTMENT

PHONE 503-267-4387

CITY OF EASTSIDE

P. O. BOX 4325

EASTSIDE, OREGON 97420

6 AUGUST,1981

RECEIVED
STATE HWY ENGR
AUG 7'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

TO: OREGON STATE HIGHWAY DEPT.
RESIDENT ENGINEER
290 WEST MAIN
COQUILLE, OR. 97423

FM: JAMES S. OVERHULS
CHIEF OF POLICE
CITY OF EASTSIDE

REF: ROAD SURFACE OF CATCHING INLET BRIDGE

IN RECENT MONTHS THERE HAVE BEEN 4 (FOUR) ACCIDENTS ON THE CATCHING INLET BRIDGE. THESE ARE ONE AUTO ACCIDENTS RESULTING IN THE VEHICLE PLUNGING THROUGH THE GUARD RAIL AND INTO THE SLOUGH. THE FIRST 3 OF THESE ACCIDENTS, WHILE SERIOUS, INVOLVED LOSS OF PROPERTY ONLY, WITH THE OPERATOR OF EACH VEHICLE ABLE TO ESCAPE FROM THE VEHICLE AND BE RESCUED BY ALERT CITIZENS AND POLICE ACTION. THE FOURTH AUTO OPERATOR WAS NOT SO LUCKY. HE WAS NOT ABLE TO EXTRICATE HIMSELF, RESULTING IN ANOTHER FATAL TRAFFIC STATISTIC.

INVESTIGATIONS INTO THESE ACCIDENTS SHOW ONE GLARING FACTOR. EACH ACCIDENT RESULTED IN THE OPERATOR LOSING CONTROL OF THE VEHICLE ON THE STEEL GRID WORK DECK OF THE BRIDGE. SUBSEQUENT CORRECTIVE ACTION RESULTED IN THE VEHICLE CRASHING THROUGH THE GUARD RAIL, ENDING UP IN THE SLOUGH.

THE WEATHER CONDITIONS EXISTING AT THE TIME OF EACH ACCIDENT INDICATED A WET ROADWAY, EITHER FROM RAIN OR A HEAVY DEW FALL. IN THE CASE OF THE LAST ACCIDENT I TRIED AND TESTED THE STEEL GRID DECK AND NOTED IT WAS EXTREMELY SLICK.

WITH THESE FACTS IN MIND AND MY EXPERIENCE WITH THIS PARTICULAR BRIDGE I AM REQUESTING THAT SOME CORRECTIVE ACTION BE TAKEN BY

GEO. DES FAE AA

BY YOUR DEPT TO ALLEVIATE THIS VERY SERIOUS PROBLEM.

THIS OFFICE WILL BE AVAILABLE FOR ANY ASSISTANCE NECESSARY AND I STRONGLY URGE YOUR CO-OPERATION IN RECTIFYING A DANGEROUS HAZARD.

SINCERELY

James S Overhuls

JAMES S. OVERHULS
CHIEF OF POLICE
CITY OF EASTSIDE

c/c : STATE OFFICE, HIGHWAY DEPT. SALEM, OR.

AUG 5 [illegible]8.

Coos Bay World

Allen's P. C. B Est. 1888

Steel grids

This time not so lucky

706

"THE FOURTH time we weren't so lucky," Police Chief Jim Overhuls of Eastside said this week following yet another accident on Catching Slough Bridge.

Dead is Manuel Quesada Macias.

Once again the accident happened at night, on an evening when the steel grid portion of the bridge was slick with traces of precipitation and dew. Overhuls reports, "It was so slippery I had trouble walking over it."

Is there any driver who hasn't felt his vehicle's traction give out for a minute when it hits the new steel grids the Highway Department seems to favor for bridges?

The accident was the fourth on the bridge in the past year and a half. The other victims have managed to swim free or be rescued in time.

For Overhuls and others in the community, including Gordon Ross, honored in one of the rescues, "There's got to be a solution to the problem."

OVERHULS WILL write letters of protest to highway officials and the governor, he says. He wants the grid area paved and sprinkled with no-skid abrasives.

But for Bill Brown of the Oregon Highway Division there aren't any simple answers.

Brown said paving would make the bridge too heavy to allow the drawbridge to open. The U.S. Coast Guard requires the bridge to be opened on 24-hour notice. It happens about once or twice a year, Brown says.

Attaching a heavier railing would only make more of the deck fall into the slough in the event of another accident, Brown says.

He sees the problem as one of driver control — particularly for drinking drivers.

"The area can be slick. It is posted for danger. The speed limit isn't closely enforced. Drivers have a responsibility, too."

BROWN SAYS the department "hates" accidents as much as anyone and adds, "We will investigate this one."

Cost for replacing the entire bridge would be $6 to $7 million, he said. The state does plan to do this eventually.

Residents have asked before: How many accidents have to occur at the same location before the state acts? Does it take a death or even two?

In the current burst of deregulation, it might be easier to leave the responsibility with the driver.

Most could say this without qualm to the driver who was speeding, careless, or who had been drinking

not so lucky

706

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In the current burst of deregulation, it might be easier to leave the responsibility with the driver.

Most could say this without qualm to the driver who was speeding, careless, or who had been drinking.

BUT WHAT about the careful driver? Does he have a right to expect a state roadway to be safe enough for passage? We think so.

Maybe there are answers that fall between these two positions: Better enforcement. Different signs. Other physical changes. Caution lights set up on wet nights only. All of these — and more — could be part of Brown's investigation.

In the meantime the motto appears to be "Let the driver beware."

1982 Grass Butte Rock Prod. 9618
Proj. Located approx. 1.3 mi. N.
of MP 14.4 of Ochoco Hwy.

9518

February 16, 1983

S & H Insurance Company
c/o Skinner Bonding of Oregon, Inc.
2532 S.E. Hawthorne
Portland, OR 97214

COM 5
#9518

Gentlemen or Ladies:

On February 2, 1983, we wrote to you concerning release of final payment on Contract No. 9518 awarded to Hi-Land Construction, Inc., for the Grass Butte Rock Production Project on the Ochoco Highway in Crook County.

Final payment on this contract is $1,000 and the total contract amount is $55,435.30. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
cc: Hi-Land Construction, Inc.
P. O. Box 69
Prineville, OR 97754

bc: C. T. Keasey
Walt Hart
Dale Allen

5518

FORM 734-[illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grass Butte Rock Production
WEEK ENDING: 10-29-82
SECTION PREFIX: 7-8311
HIGHWAY: Ochoco
COUNTY: Crook
NAME OF JOB: Grass Butte Roack Production
KIND OF WORK: Rock Production
CONTRACTOR: Hi- Land Construction
CONTRACT NUMBER: 9518
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 29, 1982
DATE WORK STARTED: September 9, 1982
ESTIMATED COMPLETION DATE: November 30, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 62,116.25
SPECIFIED COMPLETION DATE: November 30, 1982
PERCENT OF TIME ELAPSED: 52
EXCLUSIVE OF ENGINEERING: $ 56,691.25
ENGINEERING AUTHORIZATION: $ 5,425.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,435.30
ENGINEERING COST TO DATE: $ 3,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 2 %
PERCENT OF AUTHORIZATION . . . . . 55 %
DATE PROJECT WAS COMPLETED: October 1, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			25,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			25,546 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			25,546.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				K RECEIVED
THURSDAY				
FRIDAY				CONSTRUCTION SECTION
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Moved cat and loader from quarry.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Semi-final estimate submitted to Region 10-27-82

Final Weekly Report

SIGNED W.W. Robertson LOCATION Bend
W.W.Robertson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9512

41

Statement of Overruns and Underruns

Project : Grass Butte Rock Production
Highway : Ochoco
County : Crook

Contract No. : 9518
Prefix : 7-8311
F. A. No. : State

Item No.	Item	Unit	Original	Semifinal	(+-) %
		Summary			
	Bid Items		$ 54,250.00	$ 55,435.30	+2%
	Anticipated Items		$ -0-	-0-	
	Contingencies		$ 2,441.25	-0-	
	Engineering		$ 5,425.00	$3,000.00	
	Liquidated Damages		$ -0-	-0-	
	Total		$ 62,116.25	$58,435.30	- 6%

Individual Overruns and Underruns

Item No.	Item	Unit	Original	Semifinal	(+-) %
1	5/8 - 0 Material in Stockpile	Cu. Yd.	$ 54,250.00	$ 55,435.30	+2%

1 ✓
2
Jay
RECEIVED
0 6 1982
ROAD DESIGN SECTION
Return
Action

Grass Butte Rock Production
Project Managers Narrative Report

The contractor commenced crushing 5/8" - 0 material on September 9, 1982 and completed the crushing on October 1, 1982. There were very few problems crushing this material and the contractor was very accomdating.

After material was crushed some drilling and shooting was required to shape material source for future projects.

Tom Egan
10-27-82

1982 Chetco River Br. Sec. of 9519
Oregon Coast Hwy. approx. one mi.
S. of Brookings (Deck Joint Repair)

US Department of Transportation
Federal Highway Administration

SC

STATE COPY

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Curry	DIVISION Oregon
DATE OF REPORT 9-14-84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. FR-2-1(13)
COMPLETION DATE (Actual) 1-13-83	ACCEPTANCE DATE BY CONRTACT AGENCY 12-16-83	TIME ELAPSED 129 %	CONTRACT TIME 90 C.D.

LOCATION

US. 101 at the Chetco River Bridge

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
SEP 28 '84

REFER TO
Fredrickson
FOR
Info | Inves | R/D | D R | Sign | ...

NOTED
W. E. SCHWARTZ

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CHETCO RIVER BRIDGE
OREGON COAST HIGHWAY
Bridge Reinforcement

This project provided for the replacement of two deck expansion joints on the Chetco River Bridge at Brookings, Oregon.

A contract in the amount of $89,190.00 was awarded Gervais Construction, Inc., Woodburn, Oregon on July 29, 1982. Work began on August 26, 1982 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on January 13, 1983 at a final cost of $105,707.05 which includes $78,528.15 for original contract work, $3,005.90 for approved price agreement work, $3,273.00 for approved State force work, $3,300.00 credit for liquidated damages and $24,200.00 for construction engineering.

The contract provided 90 calendar days to complete the work. A total of 135 calendar days were used. A 15 calendar day time extension was approved on 1-4-83 leaving 30 calendar days for which liquidated damages were assessed.

All overruns and underruns have been supported by the State. A copy of the explanation is attached to the division office copy of this report.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 9/27/84	TITLE Field Operations Engineer	DATE 9/27/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-198		County Curry
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number FR-2-1(13)
MODIFICATION NUMBER 1	1-17-84	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 7, 19 82,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 102,122.00	$ 109,179.00
Federal funds	$ 90,051.00	$ 96,274.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of January, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

General Files

Oregon State Highway Division
Salem, Oregon January 16, 1984

Federal-Aid Project No. FR-2 -1(13)

Chetco River Bridge
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Br. #1143D (M.P. 357.94)

Subtotal of previous estimate of August 20, 1982	$ 89,190.00

Addtional Items

Temporary Reflective Markers (P.A. #2)	114 Each	6.50	$ 741.00
Claim Settlement (P.A. #3)	All Required		2,264.90
Stripe Removal (S.F.O. #1)	All Required		2,743.00
			$ 5,748.90

Increase	$ 5,748.90
Subtotal	$ 94,938.90
Engineering	14,240.10
Total	$ 109,179.00

Length of Project	0.0 mi.
Federal Funds	$ 96,274.00
State Funds	12,905.00
Total	$ 109,179.00

Group 1 88%; Group 8 12%
Contract No. 9519
Prefix: 8-1431
Prefix: 8-1068

RHZ:bkb

9519

L.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-11	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible] 7, 1982	State Oregon County Curry Project No. FR-2-1(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Chetco River Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-82	0.211

OTHER *(Specify)*

FUNDS PRO RATA 88.13%

ESTIMATED TOTAL COST OF PROJECT $ 102,122.00	FEDERAL FUNDS $ 90,051.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 9-7-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 20, 1982

Federal-Aid Project
No. F-R-2-1(13)

Chetco River Bridge
Oregon Coast Highway
Curry County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge #1143D (Mile Point 357.94)

Mobilization		All Required	$ 7,000.00
Temporaary Protection and Direction of Traffic		All Required	4,240.00
Temporary Signs	227 Sq. Ft.	15.00	3,405.00
Temporary Barricades	7 Each	160.00	1,120.00
Temporary Plastic Safety Markers	8 Each	75.00	600.00
Flagmen	800 Hour	8.00	6,400.00
High Early Strength Concrete	70 Cu. Yd.	480.00	33,600.00
Reinforcement	7,500 Lbs.	0.55	4,125.00
Expansion Joint Replacement		All Required	28,700.00
		Subtotal	$ 89,190.00
		Engineering	12,932.00
		Total	$102,122.00

Length of Project ----------- 0.00 mi.

Federal Funds (88.18%)-------$ 90,051.00
State Funds ----------------- 12,071.00
TOTAL $102,122.00

Group 1	100%
Contract No.	9519
Prefix:	008-1431
Prefix:	008-1068

December 27, 1983

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9519

Gentlemen or Ladies:

On December 19, 1983, we wrote to you concerning release of final payment on Contract No. 9519 awarded to Gervais Construction, Inc. for work on the Chetco River Bridge Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $2,934.90 and the total contract amount is $78,234.05. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Gervais Construction, Inc.
5655 Ferschweiler Lane
Woodburn, OR 97071

bc: C. T. Keasey
Walt Hart
James J. Gix

July 21, 1983

Gervais Construction Co. CON
5655 Ferschweiler Lane
Woodburn, Oregon 97071

Second Time Extension Request
Chetco River Bridge
Contract No. 9519
FAP No. FR-2-1(13)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

Project records do not indicate a delay to project completion resulting from the change from a nine sack mix to a 7 1/2 sack mix in the concrete mix design. Therefore, this portion of your request is denied.

The additional reinforcing steel encountered was considered in your previous time extension request and time was granted to the extent warranted. Your present request contains no new data and a review of our previous analysis indicates that additional time is not warranted.

The delay claimed due to not being allowed to use an Allied 77 Hydraulic Ram is denied for the same reason the use of this equipment was not allowed--the high risk of damage to the structure (see Special Provisions, Page 24, Expansion Joint Replacement - Construction).

The late delivery of the specified Oregon Loop Bridge Joint is not a valid reason for additional contract time since obtaining the specified materials is a contractor responsibility. This portion of your request is accordingly denied.

Since none of the above reasons are deemed to be valid reasons for additional contract time, your request for added time due to performing the work in a different season is also denied.

There remains 30 calendar days of liquidated damages under this contract. Should you wish to review this matter further, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

RDC:mk st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
F. D. Morrison w/att.

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: July 13, 1983

J. X. Wilson

FROM: J. X. WILSON
Region Construction Engineer

SUBJECT: Time Extension Request
Chetco River Bridge
Contract No. 9519

I agree with Morrison's analysis of the subject time extension request. It would appear that all additional time justifiable has been granted.

jxw/cw
Attach.

cc F. D. Morrison

7-18-83

W. E. Schwartz —

I concur with Region and Project Manager to deny this request. Any further review of contract time on this job should be through a meeting with you & the contractor.

O. B. Jackmond

RECEIVED
JUL 18 1983
CONSTRUCTION SECTION
CE, CAE, FCE, OCS, SCS, ESO, OM, LA, LS, TC, FE, CP

9519 9

Ret 4

RECEIVED
54
ROAD DESIGN SECTION
Bring Up
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Chetco River Bridge
Highway: Oregon Coast
County: Curry

Contract No.: 9519
Prefix: 8-1068
F.A. No.: FR-2-1(13)

Item No.	Item	Unit	Original	Semifinal	±%
	SUMMARY				
	Bid Items	$	89,190.00	78,528.15	+13
	Anticipated Items	$	0.00	2,743.00	+100
	Contingencies	$	4,013.55	741.00	-82
	Engineering	$	8,919.00	18,784.04	+111
	Liquidated Damages	$	0.00	-2,970.00	-100
	Totals	$	102,122.55	98,826.19	-3

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	±%
B.I. 6	Flagmen	Hour	800	70.0	-91

Flagging hours underrun due to original plan to open bridge up to traffic at the end of each work week and to divert traffic at the beginning of each work week, changed to closing down 2-lanes of traffic for each construction stage. Stage Construction plan changed via price agreement.

Item No.	Item	Unit	Original	Semifinal	±%
B.I 7	High Early Strength Conc.	Cu. Yd.	70	60.36	-14

Concrete quanity underrun due to high original estimate. Also some concrete mix ended up as waste and overpour.

Engineering
Engineering costs were overrun due to the extended length of the project (calendar days overrun by contractor) and out-of-town expense costs.

Contingencies
Unanticipated costs underrun do to high original estimate (percentage built in to project).

FORM 734-3081

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Chetco River Bridge	WEEK ENDING February 19,1983
		SECTION PREFIX 8-1068
	HIGHWAY Oregon Coast	COUNTY Coos
NAME OF JOB Chetco River Bridge	KIND OF WORK Deck Joint Replacement	
CONTRACTOR Gervais Construction	CONTRACT NUMBER 9519	FEDERAL AID PROJECT NUMBER FR-2-1(13)
DATE OF CONTRACT July 29, 1982	DATE WORK STARTED	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 0 SUPERVISION 0	SPECIFIED CALENDAR DAYS 105	CALENDAR DAYS USED 135
PROJECT AUTHORIZATION $102,122.35	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 129
EXCLUSIVE OF ENGINEERING $93,203.35	ENGINEERING AUTHORIZATION $8,919.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $82,978.71	this week: 331.96 ENGINEERING COST TO DATE $18,784.04	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT XXXXXXXX UNDERRUN 89.11 %	PERCENT OF AUTHORIZATION 211 %	DATE PROJECT WAS COMPLETED: January 13,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		0		
MONDAY 14		0		
TUESDAY 15		0		Semi-final submitted to Region
WEDNESDAY 16		0		
THURSDAY 17		0		
FRIDAY 18		0		
SATURDAY 19		0		

K

SCE FE
ESO CONSTRUCTION SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No Activity all week
MONDAY 14	
TUESDAY 15	Semi-final submitted to Region. PA #3 pending, will be forwarded when completed.
WEDNESDAY 16	
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

This will be last weekly report

SIGNED
F.D. Morrison

LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-1(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20088

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/3/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Chetco River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Fill bridge cracks with epoxy

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/3/82 as requested in Mr. Keasey's letter of 1/13/83 as being in the public interest for use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $2,600 Federal Funds $2,293.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
FOR
Info | Mes | R/D | D/R | Sign | Act | File

14. DATE 1/20/83

15. SIGNATURE OF APPROVING OFFICIAL B K Keasey

16. TITLE for Division Administrator

FORM FR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

9519

CON

January 4, 1983

Gervais Construction Co., Inc.
5655 Ferschweiler Lane
Woodburn, Oregon 97071

Time Extension Request
Chetco River Bridge
Contract No. 9519
FAP No. FR-2-1(13)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 15 calendar days is granted due to delay resulting from a stop work order; due to the added work done under Price Agreement No. 2; and due to the additional steel encountered.

The revised completion time for this contract is 105 calendar days.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
F. D. Morrison w/att.
FHWA w/att.
R. D. Chruch

CON 5

STATE OF OREGON INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: O.B. Jackmond
Contract Administration

DATE: December 28, 1982

FROM: James J. Gix, P.E.
Region Construction Engineer

SUBJECT: Time Extension
Chetco River Bridge
Oregon Coast Hwy
Curry County
Contract 9519

RECEIVED
DEC 30 1982
CONSTRUCTION SECTION
CE
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CP

Herewith are copies of a time extension request, along with the Assistant Project Manager's analysis and recommendation.

I concur with the field recommendation and recommend an extension of 15 days for reasons cited by the contractor.

12-30-82

W. E. Schwartz —

I concur with Region and Project Mgr. to grant a time extension of 15 c.d.

O.B. Jackmond

jjg/cp
attach.
cc: F. Morrison

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO. FR-2-1(13)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20088

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/30/82
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Chetco River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Deck Repair Joint

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 6/25/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $114,009 Federal Funds $100,533.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENG.
[illegible]
REFER TO
Mo[illegible]

14. DATE 6/30/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

DATE

PREFIX

1. IDENTIFICATION

PROJECT NAME
Chetco River Bridge Joint Replacement

HIGHWAY NAME
Oregon Coast Highway

HIGHWAY NUMBER
9

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	7	Curry	Brookings

LENGTH	MILEPOST NUMBER	TO	
0.22	357.87	358.09	☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Bridge Joi

PROJECT DESCRIPTION

Proposed project is to correct bridge joints which have failed with modern state of the art expansion devices.

2. TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
[illegible]

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

					D	E	F
LEVEL OF SERVICE	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 7-16-81

[illegible]

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 @ 12'	Same
SHOULDERS	2 @ 10'	Same
MEDIANS	4'	Same
PARKING LANES		
SIDEWALKS	2 @ 5'	Same
BIKEWAYS		
INTERCHANGES		
OTHER		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River Chetco River	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	1.5	0.5
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
PS & E DOCUMENTS		3.0

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

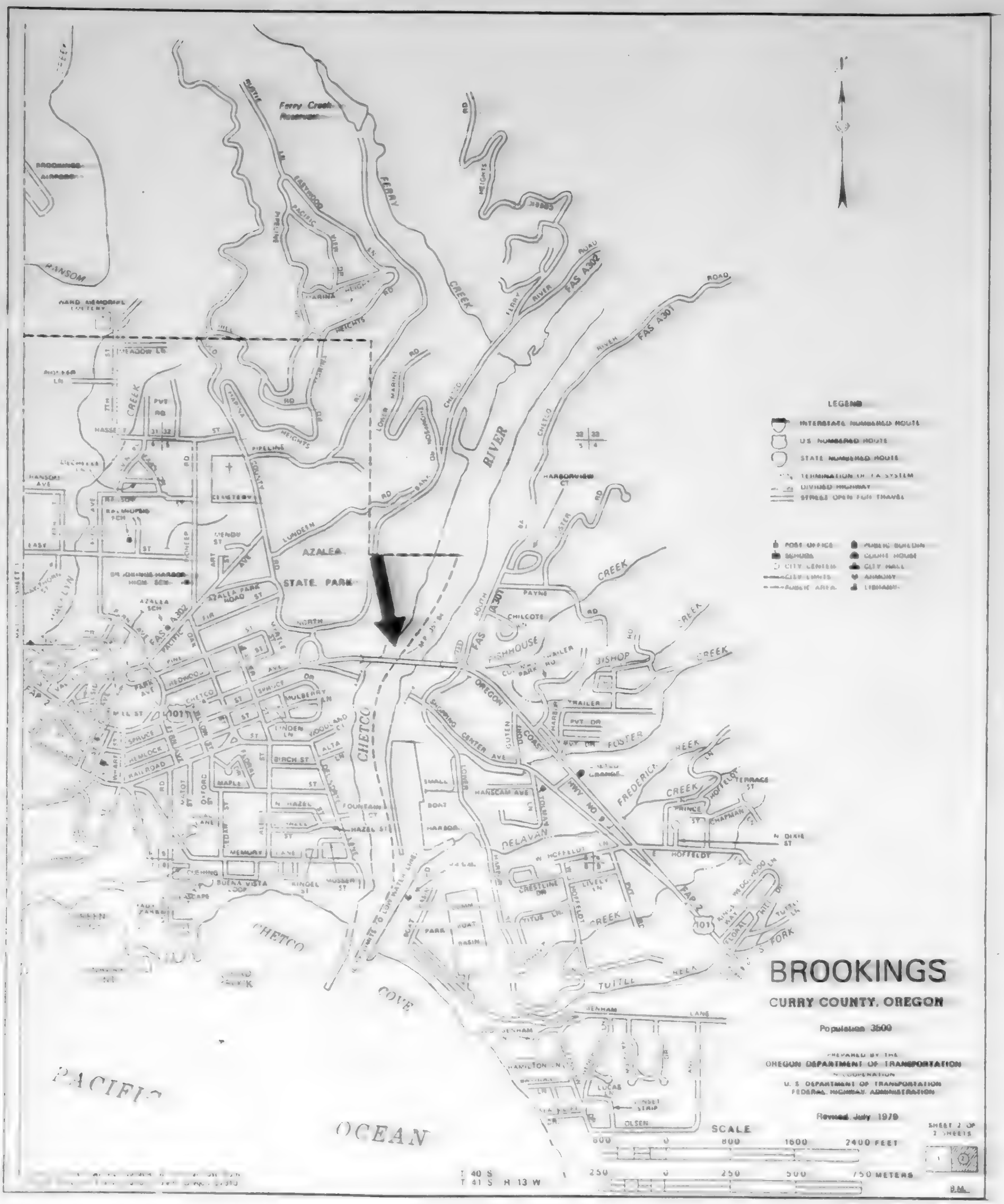
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,000	3.000
RIGHT OF WAY		
TRAFFIC CONTROL	32,000	32.000
ILLUMINATION		
STRUCTURES	40,000	34.350
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES	15,000	6,900
PROJECT TOTAL	90,000	76.250

SUBMITTED BY Roger E Koltz

FORM 734-1730 (12-78) Page 4


BROOKINGS
CURRY COUNTY, OREGON
Population 3500
PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised July 1979
SHEET 2 OF 2 SHEETS
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
LEGEND
INTERSTATE NUMBERED ROUTE
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
PACIFIC
OCEAN
CHETCO
COVE
CHETCO
RIVER
FERRY
CREEK
Ferry Creek Reservoir
AZALEA
STATE PARK
FAS A302
FAS A301
FAS A301
RIVER ROAD
NORTH BANK RD
CHETCO
OREGON
COAST
HWY NO
FAP 2
101
HARBOR HEIGHTS
FISHHOUSE
BISHOP
CREEK
FOSTER
FREDERICK
CREEK
HOFFELDT
CHAPMAN
TERRACE ST
DELAVAN
SHOPPING CENTER AVE
SMALL BOAT HARBOR
COMM BOAT BASIN
CRESTLINE DR
TUTTLE CREEK
S FORK
BENHAM LANE
HAMILTON
LUCAS
SUNSET STRIP
OLSEN
CHETCO
SPRUCE
HEMLOCK
RAILROAD
MULBERRY
LINDEN LN
ALTA
BIRCH ST
MAPLE
HAZEL
FOUNTAIN
MEMORY LANE
BUENA VISTA
KINDEL ST
AZALEA PARK ROAD
FIR
PACIFIC
PARK AVE
REDWOOD
PIPELINE
LUNDEEN
CEMETERY
HASSETT ST
RANSOM
BROOKINGS AIRPORT
MEADOW LN
EASY
AZALEA SCH
BROOKINGS HARBOR HIGH SCH
MARINA HEIGHTS RD
PACIFIC VIEW DR
EASTWOOD
LOWER MARINA RD
ROSE DR
HEIGHTS
PAYNE
CHILCOTE
HARBORVIEW CT
T 40 S
T 41 S R 13 W
B.M.

9519

2

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION – SALEM

Subject: Oregon Project F-2-1(-)
Chetco River Bridge – Oregon Coast Highway

Date: May 26, 1981

Reply to
Attn. of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed the shortening of the post-tensioning spans (between piers 2 & 5) on the Chetco River Bridge, as described in Mr. Hart's April 16 letter. The deck joints have failed and are allowing water leakage into the joint and down the piers. We agree that these joints need replacement and that their replacement is outside the scope of normal maintenance. In accordance with our policy on 3R (FHWA Notice N 5040.19, June 28, 1976) and bridge deck construction (FHPM 6-7-2-7), reconstruction work necessary to preserve the deck can come from FA funds. Please proceed with the work.

Dale E. Wilken
Dale E. Wilken

RECEIVED
STATE HWY ENGR
JUN 1 '81
REFER TO
Hart - [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

R

1517

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
1143D
In Reply Refer to
File No.:

April 16, 1981

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St.
Salem, OR 97301

Chetco River Bridge
Oregon Coast Highway
Curry County
Bridge 1143D

Enclosed are two prints each of Drawings 35462, 26805, 26818 and 26820 which are the proposed repair to expansion joints on the subject structure and prints of the existing structure showing the existing joints. Also attached are photographs of the existing joints.

The subject structure, built in 1972, is having joint problems. The expansion joints at Piers 2 and 5, each end of the post-tensioned series, have opened up more than the capacity of the joint seals and the seals have failed. It appears the problem is caused by more shortening in the post-tensioned spans than we had estimated. This falls into the category of a design error.

We believe the joints should be repaired by replacing the existing Transflex seals to eliminate a potential hazard to the motoring public and to prevent water and debris from going down through the joint. The estimated cost of repair including maintenance of traffic and 20% for Engineering and Contingencies is $90,000.

We request your approval of the repair and your concurrence that the project is eligible for federal-aid funding.

for Walter J. Hart
Bridge Engineer

cc E. S. Hunter
D. H. Moehring
Alfred Shirley

RECEIVED
TECHNICAL SERVICES
APR 20 '81
REFER TO

Form 734-3122

1982 Crater Lake Hwy. @ Fred 9520
Meyer Access in Medford.
(Traffic Signal Installation)

C4A 7605 2/24/82

9520

February 16, 1983

Allied Fidelity Insurance Co.
P. O. Box 20112
Indianapolis, IN 46220

CON 5
#9520

Gentlemen or Ladies:

On February 9, 1983, we wrote to you concerning release of final payment on Contract No. 9520 awarded to Schoolhouse R Electric for traffic signal installation at the Fred Meyer Access in Medford, Crater Lake Highway, in Jackson County.

Final payment on this contract is $800.45 and the total contract amount is $36,347.58. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

Insurance Marketplace
P. O. Box 278
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
James J. Gix

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crater Lake Highway @ Fred Meyer Access

WEEK ENDING: 18 December 1982

SECTION PREFIX: 15-8282

HIGHWAY: Crater Lake

COUNTY: Jackson

NAME OF JOB: Crater Lake Hwy @ Fred Meyer Access

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Schoolhouse R Electric

CONTRACT NUMBER: 9520

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 2,1982

DATE WORK STARTED: August 26,1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 75.5

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 84

PROJECT AUTHORIZATION: $ 72,013.63

EXCLUSIVE OF ENGINEERING: $ 65,724.23

ENGINEERING AUTHORIZATION: $ 6,289.07

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,595.99

ENGINEERING COST TO DATE: $ 6,150.71

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: -5 %

PERCENT OF AUTHORIZATION: 98 %

DATE PROJECT WAS COMPLETED: October 30,1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE K RECEIVED CA
LS
DEC 20 1982 TC
TE
CONSTRUCTION SECTION
SCS CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final paperwork received from contractor. Third Notification submitted, semi-final completed and submitted.
The project was completed on October 30,1982.

No further reports from this office.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

2

July 23, 1982

Fred Meyer, Inc.
3800 S.E. 22nd St.
Portland, Oregon 97202

Attn: Roy M. Whitman
Vice President & Director of Engineering

Dear Mr. Whitman:

On July 22, 1982 we received a satisfactory bid from Schoolhouse R. Electric, 246 Fourth Street, Ashland, Oregon 97520 for the traffic signal installation project on the Crater Lake Highway at Fred Meyer Access in Medford.

As described in our Agreement No. 7605, the Company should now submit an advance deposit so that the contract work may begin:

Contractor's Bid		$36,984.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 2,500.00	
State Furnished Traffic Signal Materials	[illegible]	
State Furnished Software	[illegible]	
Signal Controller Turn-on	[illegible]	$25,910.00
SUBTOTAL		$62,894.00
Contingencies (4 1/2%)		2,830.23
Engineering (10%)		6,289.40
Estimated Construction Cost		$72,013.63
Revised Preliminary Engineering	$10,500	
Less: P.E. Advance Deposit (1-22-82)	[illegible]	
BALANCE DUE FOR PE		$ 3,500.00
Company Share		$75,513.63
COMPANY ADVANCE DEPOSIT		$75,500.00

We will award the contract when we receive your advance deposit in the amount of $75,500, which should arrive not later than August 10, 1982. Make your check or irrevocable letter of credit payable to the Oregon State Highway Division and send it to Highway Division Accounting, Room [illegible], Transportation Building, Salem, Oregon 97310.

Very truly yours,

[illegible] E. Swan, P.E.
Program Control Engineer

[illegible]:pt
cc w/AD #82-59: Jack Ayres, Region 3
Vern Skoog - Please return completed AD # 82-59 when advance deposit is received.

9520

Section Crater Lake Hwy. a[illegible]ed Meyer Access (Medford) Programming Estimate $ [illegible]

Highway Crater Lake Project Length ~

County Jackson Completion Time 90 CD

Kind of Work Traffic Signals Est. Comp. Date Nov. 19, '82

Prefix 15-8272 Letting Date July 22, '82 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 47,265^{00}

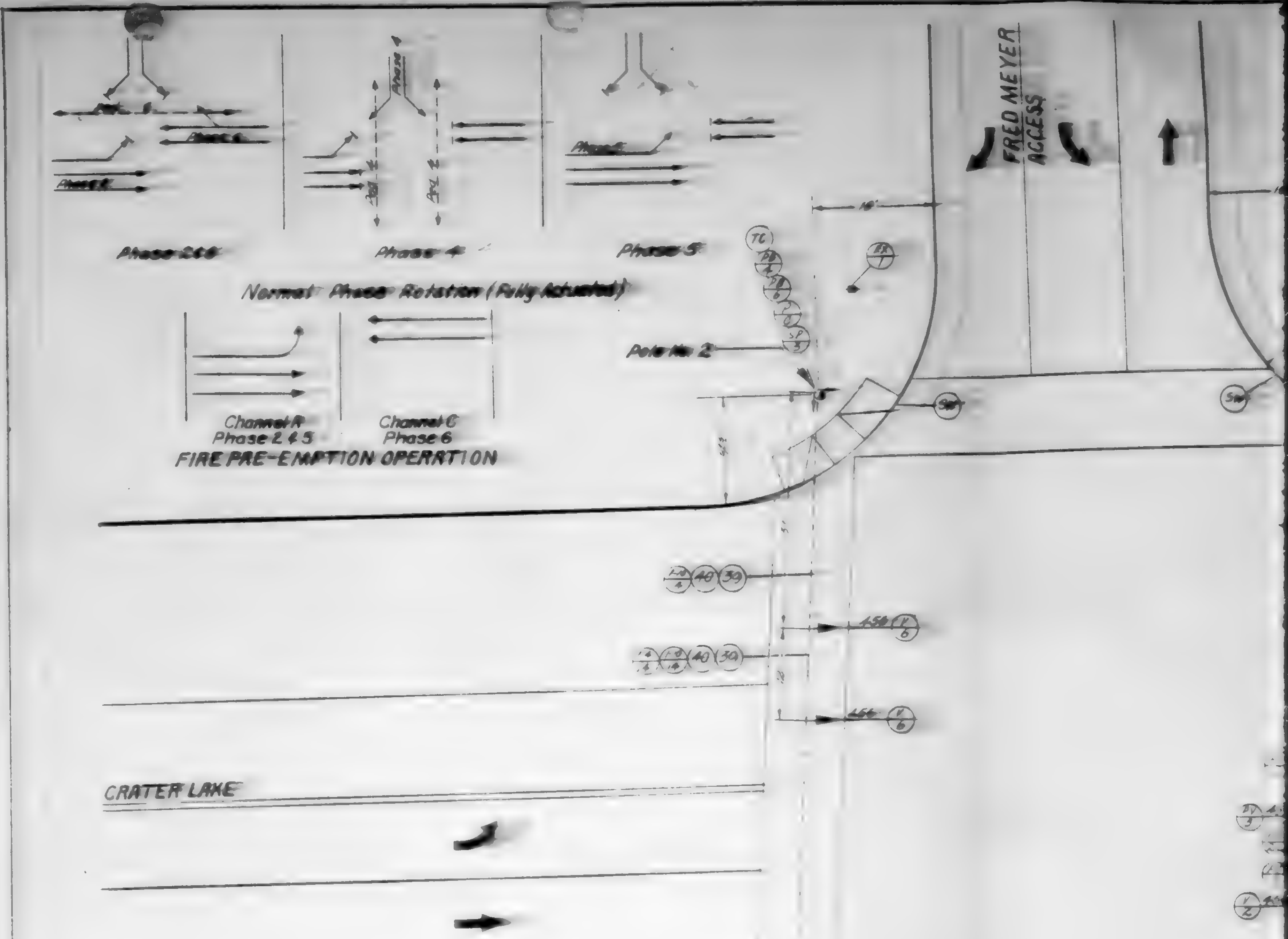
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Traffic Signal Materials	23,110	$ 28,760^{00}
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn on	1,950	
"OPTICOM" Testing	900	
Bikeway Signs		
Bikeway Striping & Legend		
State Furnished Software	500	
Adjust Utilities:		
Subtotal		$ 76,025^{00}
Contingencies (4-1/2%)		3,421^{13}
Engineering (~~8~~, ~~9~~, [✓ 10%])		7,602^{50}
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ 87,048^{63}

PRELIMINARY COPY SUBJECT TO CHANGE

APPROVED

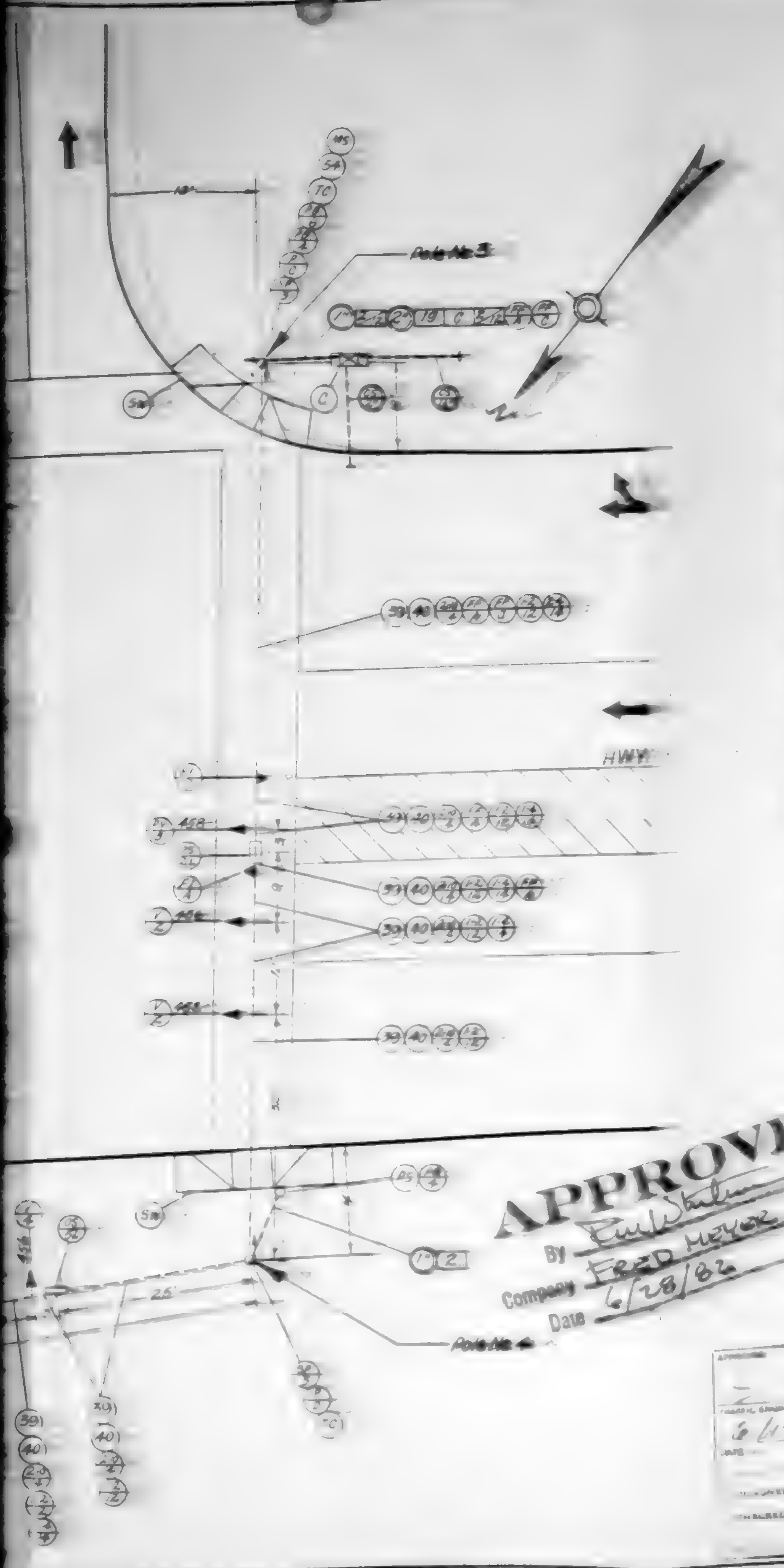
Road Design Engineer

Rev. 11/81


Phase 2&6
Phase 4
Phase 5
Normal Phase Rotation (Fully Actuated)
Channel A Phase 2 & 5
Channel C Phase 6
FIRE PRE-EMPTION OPERATION
FRED MEYER ACCESS
Pole No. 2
CRATER LAKE
Pole No. 1
TC
SW
40
39

SIGNAL PLAN

SCALE 0 10 20 40 FEET



LEGEND

C	Install 170 controller in Model 332 cabinet (State Furnished)
SW	Construct 5' x 20' sidewalk with sidewalk ramp
EX	Maintain and protect existing power pole (power source)
SP	Install type (T) standard strain pole (State Furnished)
PS	Install pedestrian pipe standard
V/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P	Install type (P) modified pedestrian signal
PB/Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
IS	Install interior illuminated "LEFT TURN SIGNAL" sign
IS/3L	Install interior illuminated left arrow "ONLY" sign
IS/3R	Install interior illuminated right arrow "ONLY" sign
TC	Install terminal cabinet
SA	Install service cabinet with 30 amp circuit breaker
MS	Install 120 volt meter base
	Install one No. 10 type THWN wire (signal system common)
	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type [illegible] wires
X-N/G	Install (X)-(N) wire No. (G) control cables
	Install [illegible] inch conduit [illegible] ends) future use
39	Install 3/8 inch galvanized steel messenger cable
40	Install 1/4 inch galvanized steel tether wire
S"	Install (S) inch electrical conduit
FX/Ch	Install channel (Ch), (X)-way fire pre-emption detector
FF/Ch	Install channel (Ch) fire pre-emption detector feeder cable

T = Type shown
Ph = Phase shown
N = Number of conductors shown
Ch = Channel shown
L = Length shown

X = Number shown
G = AWG size shown
[illegible] = 12"R, 12"Y, 12"G
[illegible] = 12"R, 12"Y, 12"G,LT

APPROVED
By Ru Whitman Jr.
Company FRED MEYER INC.
Date 6/28/82

PRELIMINARY COPY

SUBJECT TO MUTUAL REVIEW

APPROVED:

TRAFFIC ENGINEER
6/1/82
DATE

DESIGNED BY: EK
CHECKED BY:

OREGON STATE HIGHWAY DIVISION
[illegible] ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
CRATER LAKE HWY AT FRED MEYER ACCESS (MEDFORD) SEC.
CRATER LAKE HIGHWAY
JACKSON COUNTY

May 1982

Accompanied by Dwg's No. 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 35003, 35008, 8400, 8401

DWG. NO. 8399

June 22, 1982

Fred Meyer, Inc. 3800 SE. 22nd St.
~~[illegible] Anderson Inc.~~ Portland, Oregon 97202
~~[illegible]~~
~~Portland, Oregon [illegible]~~

Attn: Roy M. Whitman
Vice President & Director of Engineering

Dear Mr. Whitman:

SUBJECT: Crater Lake Hwy. at Fred Meyer Access (Medford)
Traffic Signal Installation

This will confirm your telephonic approval to Jack Ayres of our Region Office to advertise the subject project for bid letting on July 22, 1982.

Also, I have enclosed 3 sets of plans and estimates for your review, comment and approval. [illegible] stamped copies and return them to this office; you may retain the third set for your use.

Very truly yours,

[illegible] Swan, P. E.
[illegible] Engineer

[illegible]
Enclosure

(37)

TRA

April 30, 1982

NOTED
H. S. COULTER

Arland J. Andersen
H. A. Andersen Company, Inc.
P. O. Box 6712
Portland, Oregon 97228

We will expedite the final design on the traffic signal at the Fred Meyer Medford project on the Crater Lake Highway.

We will also do as you suggested and provide for a 60- to 90-day contract, with the state supplying the critical hardware.

We may not get the job done in time for your grand opening, but we won't be far behind.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

AS:cw st

bcc: H. S. Coulter
L. E. George
Alfred Shirley, Jr.

H.A. ANDERSEN COMPANY
INCORPORATED
POST OFFICE BOX 6712
PORTLAND, OR 97228

April 22, 1982

Mr. Scott Coulter
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Traffic Signal - Fred Meyer Medford Project

Dear Scott:

To bring you up to date with my concerns over the Medford Project which has been going on for over 14 months, it has been hard to find a real assignment of responsibility.

Design fees were requested the first part of January with a note of apology for delays. We sent a check on January 18, 1982. Three weeks ago I was in your office inquiring as to the status. At that time no one knew anything about the project.

Now to the best of my knowledge, Region has done field work and Salem can expect Region to send this to them by the first of May. Can it be expedited by placing some priority on design when Region sends in the field work. Also, a 60 to 90 day contract with the State supplying the critical hardware, etc. Could you then give me some sort of guess as to time. The store will open this summer.

Thanking you,

H. A. ANDERSEN CO.

Arland J. Andersen

AJA:cse

RECEIVED
STATE HWY ENGR
APR 23 '82
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

6712 NORTH CUTTER CIRCLE, PORTLAND, OREGON 97217 (503) 283-6712
Washington State License — Anderha 362 NG
California State License — 153222

9530

February 24, 1982

City of Medford
City Hall
Medford, OR 97501

AGR

Attention: Emily Kirkham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Fred Meyer, Inc.
% H. A. Andersen Company
3427 N. E. Halsey
Portland, OR 97232

Attention: Arland Andersen

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Medford, Fred Meyer, Inc., and the Highway Division for the installation of traffic signals on the Crater Lake Highway at M.P. [illegible].79 (Company Access).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

tkm

Att.

bc Don Harwell (cont. agree. att.)

FUNDING WORKSHEET FOR FUNDING FOR SURVEY/LOCATION PROSPECTUS

Section Craterlake Hwy @ MP 0.79
Authority for Survey # O.R.S.
Prefix (only if for additional funding) #

Highway Crater Lake
County Jackson

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

		Amt Est.	Auth. [illegible]	Add'l Funds Required by Resident	Add'l Funds Required By Region	Add'l Funds Requ. by Salem		Total [illegible] for [illegible] impl. [illegible]	
Project Manager	901			3000					
Citizens involvement	902								
Payment to local government	903								
Consultant fees	904								
Final Design	905					2000			
Bridge Design	906								
Preliminary Design	907								
Right of way descriptions	909								
Soils and geology	910								
Signing (traffic dept.)	911					2500			
Landscape department	912								
Right of way - liaison & relocation	913								
Utility liaison	914				300				
Photogrammetry	916								
Inventory needs	917								
Reconnaissance & Hydrology	918								
Engineering graphics	919								
Project Management	920					200			
Specifications	921					2000			
Administrative Services (engineering)	922					100			
Environmental Section	923					200			
Department of Transportation	924								
Air Monitoring	925								
Foundation investigation	926								
Free Bridge Design to county	927								
Training courses, confer. & seminars	950								
Employee relocation asst. program	955								
Personal leave	960								
Historical sites inventory	975								
Public hearing charges	980								
EEO monitoring expense	985								
"Non-State" employees travel	986								
TOTALS		7000		3000	300	7000		10,300	

Signature

Date 3-3-82

STATE OF OREGON
HIGHWAY DIVISION - Region 3

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: February 18, 1982

FROM: ROGER PATITZ
Region Design Supervisor

SUBJECT: Survey Authority and Prospectus
Crater Lake Highway @ MP 0.79 (Company Access)
Crater Lake Highway
Jackson County

[illegible] - 2-24-82

Herewith an Authority for Survey and Location Prospectus for proposed subject project.

This is a proposed signal installation at the sole expense of the developer. An agreement and a deposit are required. $7,000 Deposit Rec'd 1-22-82

The project meets the requirements for Category 2, Statewide exclusion.

No waterways are involved.

This project should be coordinated with the Crater Lake Highway at Poplar Drive signal project.

rp/cw
Encl.

cc F. E. Terpin
Gary Potter

Contains
Recycled
Materials
81-125-1387

SP*75683-125

15-3/2

Form 63-731-3000

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Crater Lake Hwy. @ MP 0.79 (Company Access)

Highway Crater Lake #22

County Jackson #15

Date 2-17 1982

Authorization No. 1

Survey Prefix 15-8272 (Assigned by Salem office)

Description of termini, route, length, etc.:

Project is located at MP 0.79 of the Crater Lake Highway. This is the proposed access to the Fred Meyer development.

Purpose of survey: To prepare plans, specifications and estimates for a 5 phase traffic signal installation.

Estimate of Costs: (through Contract Award)

Project Manager	(901)	$3,000	
Final Design	(905)	2,000	
Traffic	(911)	~~2,500~~ 1,500	
Utility Liaison	(914)	300	
Project Management	(920)	200	
Specifications	(921)	~~2,000~~ 0	
Adm. Serv. (Eng.)	(922)	~~100~~ 0	
Environmetal	(923)	~~200~~ 0	

OKS

3-9-82
Funding set up for only 7,000 at this time.

O.R.S. Agreement No. 7605

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 16 1982
LOCATION
SECTION

Total estimated cost of survey 7,000 $ ~~10,300~~

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP 19700-734

Crater Lake Hwy. @ MP 0.79 (Company Access)
Crater Lake Highway
Jackson County

Resident Engineer	901	3000.00
Citizens Involvement	902	
Consultants Fees	904	
Final Design	905	
Bridge Design	906	
Preliminary Design	907	
Field Testing Section (Construction)	908	
Right of Way Descriptions	909	
Soils & Geology	910	
Signing (Traffic Dept)	911	
Landscape Department	912	
Right of Way-Liaison & Relocation	913	
Utility Liaison	914	300.00
Not to be used with Survey Prefix	915	
Photogrammetry	916	
Inventory Needs	917	
Reconnaissance & Hydrology	918	
Engineering Graphics	919	
Program & Planning Administration	920	
Specifications	921	
Environmental Section	923	
Department of Transportation	924	
Foundation Investigation	926	
Training Courses,Conferences & Seminars	950	
Employee Relocation Assistance Program	955	
Historical Sites Inventory	975	
Public Hearings Charges	980	
EEO Monitoring Expense	985	
"Non-State" Employees Travel	986	

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE 2-17-82

PREFIX

1 - IDENTIFICATION

PROJECT NAME Crater Lake Hwy. @ MP 0.79 (Company Access)

HIGHWAY NAME Crater Lake

HIGHWAY NUMBER 22

REGION 3

ADMINISTRATIVE DISTRICT 8

COUNTY Jackson

CITY Medford

LENGTH 0.1

MILEPOST NUMBER 0.79 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT City of Medford

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Private Developer

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project is for a traffic signal installation at the intersection of the Crater Lake Highway and the proposed access to the Fred Meyer development. The field work for this project should be accomplished in conjunction with the proposed traffic signal project for Crater Lake Hwy. @ Poplar Drive.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1979 16,500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH) Posted 50 MPH

DESIGN STANDARDS AASHTO

TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 @ 12'	Same
SHOULDERS	2 @ 10'	Same
MEDIANS	1 @ 16'	Same
PARKING LANES	on shoulder	Same
SIDEWALKS	--	--
BIKEWAYS	on shoulder	Same
INTERCHANGES	--	--
OTHER:	--	--

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☐	☐
Stream ____________	☐	☐	☐
Storm Sewer	☐	☐	☐
Sanitary Sewer	☐	☐	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Telephone, power, sanitary sewer

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY	2	1
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

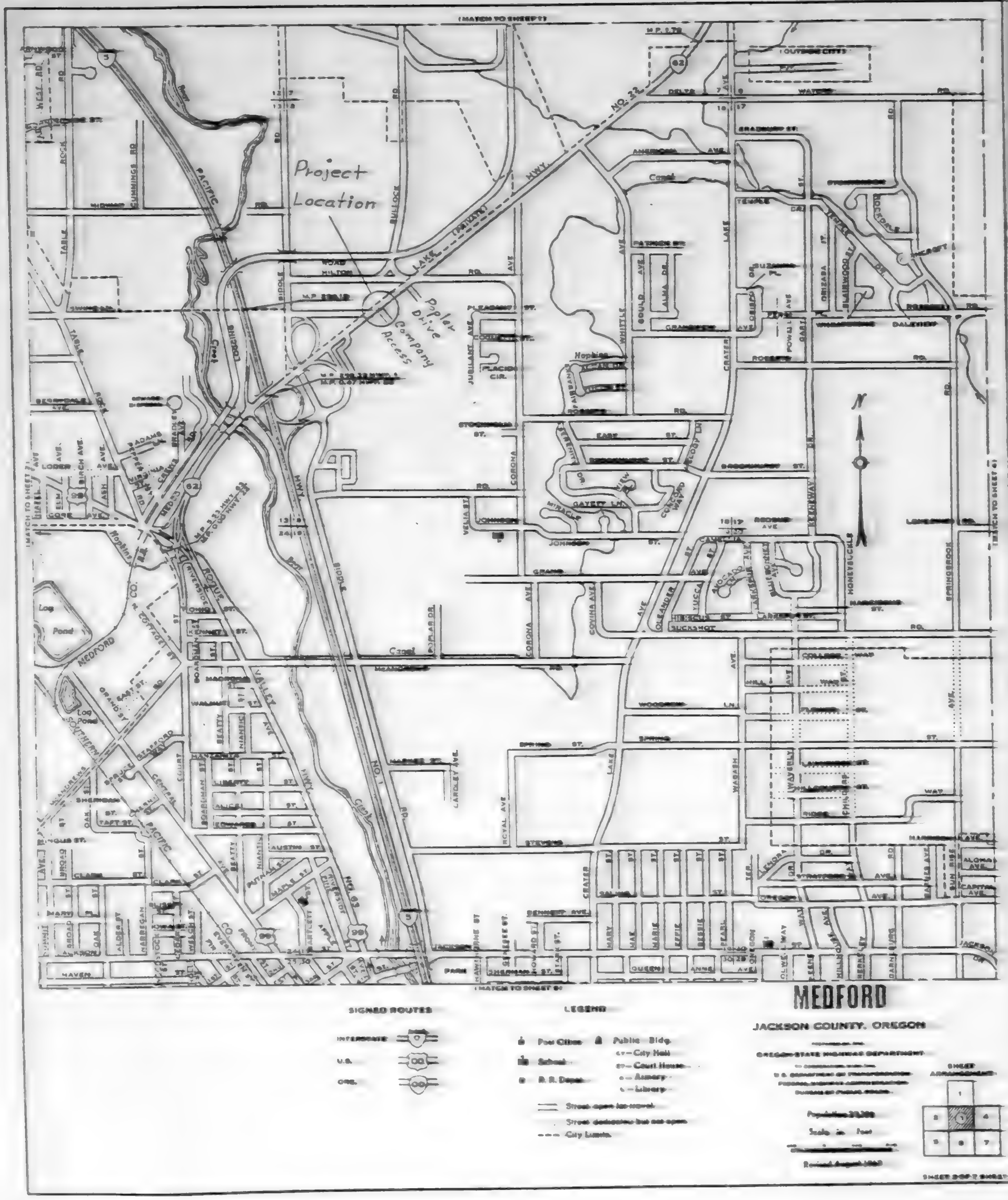
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	7,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Traffic Signals	60,000	
ENGINEERING & CONTINGENCIES 20%	12,000	
PROJECT TOTAL	79,000	

SUBMITTED BY Roger Patitz


(MATCH TO SHEET 1)
Project Location
Poplar Drive Company Access
N
NO. 22
LAKE (PRIVATE) HWY.
HILTON ROAD
BIDDLE RD.
BULLOCK RD.
PACIFIC
DELTA WATERS RD.
OUTSIDE CITY
ANGELCREST
WHITTLE AVE.
CRATER LAKE AVE.
LAKE
CORONA AVE.
JUBILANT AVE.
PLACIDO CIR.
STOCKMAN ST.
JOHNSON ST.
GAYETT LN.
MIRACLE
CONCORD WAY
EAST ST.
ROBERTS RD.
HOPKINS
BROADWAY
HONEYSUCKLE
SPRINGBROOK
OLEANDER
YUCCA
AVOCADO
BUCKSHOT
HIBISCUS ST.
MCANDREWS
WOODROW LN.
SPRING ST.
LAKE
WABASH
STEVENS ST.
ROYAL AVE
CARDLEY AVE.
POPLAR DR.
COVINA AVE.
GRAND
CANAL
Log Pond
MEDFORD
SOUTHERN PACIFIC CO.
ROGUE VALLEY HWY.
COURT ST.
CENTRAL
BOARDMAN
BEATTY
NIANTIC
AUSTIN ST.
MAPLE ST.
BARTLETT ST.
CLARK ST.
HAVEN ST.
JACKSON
PARK
SHERMAN ST.
HAWTHORNE ST.
GENESEE ST.
HOWARD ST.
STARK ST.
MARY
MAE
MARIE
EFFIE
BESSIE
PEARL
QUEEN ANNE AVE.
OREGON
BENNETT AVE.
OLWELL WAY
HILLCREST AVE.
BERKELEY
DARNEBURG
JACKSON DR.
MARTIN
TABLE ROCK RD.
CUMMINGS RD.
MIDWAY RD.
ASH
BIRCH AVE.
ELM
(MATCH TO SHEET 5)
(MATCH TO SHEET 4)
(MATCH TO SHEET 6)
5
62
99
MEDFORD
JACKSON COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Scale in Feet
SHEET ARRANGEMENT
1
2
3
4
5
6
7
SHEET 3 OF 7 SHEETS
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
City Hall
Court House
Armory
Library
School
R. R. Depot
Street open for travel
Street dedicated but not open
City Limits

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Fred Meyer, Inc.

Order No. 1

Date 2-25-82

By: Mr. Arland Anderson

Prefix and account number to which work is to be charged 15-8272

Contractor for Fred Meyer, Inc.
(Official Capacity)

Description and Location of Work To Be Performed or Materials To Be Furnished:

State to perform preliminary engineering for plans, specifications and estimate for a traffic signal installation at the intersection of Crater Lake Hwy. and "company"access; MP 0.79 on the Crater Lake Hwy. This is the proposed access to the Fred Meyer development.

Estimate of Quantities and Cost

Lump Sum Estimate $7,000.00

Basis of Payment:
- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 7,000.00

Deposit received by Secretary on 1-22-82

Authority from Requisitionist:
- ☒ Agreement dated #7605 11-25-81
- ☐ Letter to , date
- ☐ Oral request to , date

Department Authority:
- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing M. Havig

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 3 Section

Signed

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

9520

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

January 20, 1982

In Reply Refer to
File No.: PRO 6

Mr. Arland Andersen
H.A. Andersen Co.
3427 NE Halsey
Portland, OR 97232

Dear Mr. Andersen:

This will acknowledge receipt of four signed copies of Cooperative Improvement Agreement for Preliminary and Construction -- Finance #7605 for the proposed installation of five-phase traffic control signal equipment on the Crater Lake Hwy. at M.P. 0.79 (company access).

Also acknowledged is check # 04543 in the amount of $7,000, which is the requested amount under paragraph 1 of Company Obligations for preliminary engineering and design work to be performed by the state.

By copy of this letter I am forwarding the agreements to our Project Management section in Salem and the check is being forwarded to our Finance section in Salem for further processing.

A fully executed copy of this agreement will be returned to you for your files.

Adjustments, upward or downward, to the $7,000 advance deposit will be adjusted at the time the project is ready to go to contract.

Cordially,

ALFRED SHIRLEY, JR., P.E.
Region Engineer

ORIGINAL SIGNED BY JACK AYRES

By JACK AYRES
Region Federal Aid Specialist

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JAN 22 1982
REFERRED TO ____________
FOR ____________
FILE: PM, FA, LO.

ja/cp

cc: D.H. Moehring
V.E. Skoog
L.E. George
G. Thornton
Wm. Maude

Form [illegible]

4520

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

December 7, 1981

In Reply Refer to
File No. PRO 6

Mr. Robert Kortt
Traffic Engineer
City of Medford
411 W 8th Street
Medford, OR 97501

Dear Mr. Kortt:

Attached for your review and signature by appropriate city officials are four copies of Preliminary Engineering and Construction - Finance Agreement 7605 for the proposed installation of traffic control signal equipment on the Crater Lake Highway at MP 0.79 (company access). Also required is a city resolution authorizing execution of this agreement.

After the city has completed their portion of signatures and resolution, please contact Harlan Andersen of Fred Meyer Corporation for their signature.

Please request Fred Meyer to return the signed agreements with their accompanying check for $7,000 to this office.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES

By JACK AYRES
Region Federal Aid Specialist

ja/cp
attach.
cc: D.H. Moehring
L.E. George
G. Thornton
Wm. Maude
Harlan Andersen

Form 734-3122

1982 Fairhaven School-Agate St. 9521
Sec. of Green Springs Hwy.
(Bikeway)

May 17, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9521

Gentlemen:

A post-final payment for $7,405.70 will be made to Rogue River Paving Co. on Contract No. 9521 for a bikeway on the Fairhaven School-Agate St. Section of the Green Springs Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $68,390.53 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert J. Gormsen
COMMISSION SERVICES

ka

cc: Rogue River Paving Co.
P.O. Box 1386
Medford, OR 97501

bc: C. T. Kessey
Walt Hart
Dale Allen

9521

April 19, 1983

United Pacific Insurance Company
Bond Department
33405 8th Avenue, S.   C-3000
Federal Way, WA 98003

CON 5
#9521

Gentlemen or Ladies:

Contract No. 9521 awarded to Rogue River Paving Co., Inc., for the bikeway on the Fairhaven School-Agate Street Section of the Green Springs Highway in Klamath County was completed on March 28, 1983, and accepted by the State Highway Division on April 11, 1983.

Final payment in the amount of $937.30 will be released to the contractor after April 25, 1983. The total contract amount is $61,184.83 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc: Rogue River Paving Co., Inc.
P. O. Box 1386
Medford, OR 97501

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

FAIRHAVEN SCHOOL-AGATE STREET
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY

CONTRACT NO. 9521
STATE PROJECT
CONTRACTOR: ROGUE RIVER
PAVING, CO., INC.

REFERRED TO
Board Staudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
Versteeg
Anderson
Adams
Sullivan
Tarpin
RECEIVED
13
FINAL DESIGN ENGINEER

NARRATIVE REPORT

This was a bikeway construction project awarded to Rogue River Paving Co., Inc. on July 29, 1982. The Calender Day Count began on August 11, 1982. 60 days were allowed to complete the project and the contractor used 64 days. Contractor's First Notification was dated September 27, 1982 (Calender Day No. 48), and the Second Notification was dated October 13, 1982.

Contractor began work on September 27th installing signs, then began general excavation and placing base rock the same day.

Contractor began compacting aggregate base rock on October 4th. First using a self-propell ed vibratory hand steel-wheeled roller, which broke down the first day, and a wacker (ground pounder). The average width to be compacted was three (3) feet, therefore the 10 ton roller as stated in project Special Provisions was unsuitable for aggregate base compacting and the substitution was allowed by the engineer. Aggregate base placement compaction was completed on October 7th.

Contractor began paving on October 8th. The first day of paving the contractor used their standard Blaw-Knox PF-500 paving machine - blocking off one side for paving the two (2) foot width. This blocking caused excess material to protrude around the blocking plates and created a mess; therefore the engineer gave permission for the contractor to use his Layton spreader box.

The Layton box worked much better and cleaner than the paving machine under this situation. Paving was completed on October 13th.

Contractor finished placing the Aggregate Base material on October 14th. This material, after October 7th, was used substantially for shoulders to relieve abrupt edges.

Compaction for Class "C" Asphalt Concrete was obtained with a smaller vibratory roller - but having a comparable pressure (PSI).

Traffic throughout the life of the project was heavy and required more flagging than originally anticipated. Contractor used two different methods of directing traffic. One method was the use of Shoulder/One Lane Closure as shown on Drawing No. 2201. In one stretch the road was extra wide enabling traffic control by coning.

Approximately 65% of the General Excavation was done by a backhoe and about 35% was done by a blade.

The typical section shown in the plans (sheet #1) pictures a three (3) foot normal - new pavement width. In actuality, the normal is under two (2) feet resulting in an underrun in quantities set up in the project Bid Items No. 6 - General Excavation, No. 7 - Aggregate Base, and No. 8 - Class "C" Asphalt Concrete.

The variable width of new construction on the bike path ranged anywhere from zero (0) to five (5) feet; the average being under two (2) feet. This variance caused the joint between the new and old asphalt to have a zig-zag appearance back and forth across the bike path. Although structurally stable; aesthetically it lacked a finished look

The idea of using a finish coat called Gilsonite was considered for aesthetic value as well as to obliterate the old shoulder stripe; however the idea was rejected by the Region Construction Engineer due to this material's past inconsistency for effectiveness.

The old shoulder stripe was erratic in its distance from centerline and approximately 65% of it had to be removed so that the new bikeway striping could be painted in the proper location. A State Force Order was initiated for this work to be done. We enlisted the services of H2O Contractors, Inc. out of Eugene to perform the task. Their operation is very smooth using a mixture of sand and high water pressure wash. It is the best method I have ever seen; removing the old stripe completely, with no damage or even marking of the pavement. On any future project of this type, stripe removal should be set up in the project authorization as an anticipated item.

It was decided to replace all the existing concrete post and timber mailbox supports with the new breakaway type metal supports. A lump sum price agreement was negotiated with the contractor to do this work and they were installed December 7, 8, and 9, 1982. 71 mailboxes were involved with many on multiple supports.

This type of project was extremely difficult to construct due to the narrow width of work area. There was a tremendous amount of hand work that had to be done as most contractors do not have any equipment small enough to handle something like this. The job came out quite well, all things considered.

If a bikeway were constructed in conjunction with an overlay, it would be relatively easy to build, especially the paving portion.

The paving could then be placed full width with a standard paving machine without stopping at driveways, street connections and other wide paved areas.

The contractor was displeased and hinted at a claim over the discrepancy in plan quantity verus the actual quantity for Bid Items No. 6, 7, and 8. He has since submitted a formal claim which, as of this writing, has not been resolved.

The total project underran by 24%. The final project cost is $75,458.43.

B. N. Hatcher

B. N. Hatcher
Project Manager
December 21, 1982

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Fairhaven School - Agate St.	Contract No.:	9521
Highway:	Green Springs Hwy.	Prefix:	818-1167
County:	Klamath	F.A. No.:	STATE

ITEM NO.	ITEM	UNIT	ORIGIONAL	SEMI-FINAL	± %
		SUMMARY			
	Bid Items		$ 85,947.50	$ 57,671.53	-34%
	Anticipated Items		1,300.00	5,486.15	+322%
	Contingencies		3,926.14	4,016.00	+2%
	Engineering		8,724.75	8,724.75	0%
	Liquidated Damages			- 440.00	
		TOTAL	$ 99,898.39	$ 75,458.43	-24%

All substantial changes were evaluated and only those listed below meaningfully affect the total project cost.

ITEM NO.	ITEM	UNIT	ORIGIONAL	SEMI-FINAL	± %
BI #3	Temporary Signs This project was set up for the use of two 1-lane closures at one time. Contractor used only one 1-lane closure at any one time.	SQ.FT.	$ 1,732.50	$ 1,327.50	-23%
BI #5	Flagmen Due to traffic congestion, flaggers were needed extensively throughout the entire life of the project.	HOUR	$ 2,250.00	$ 4,550.00	+102%
BI #6	General Excavation The three foot normal section to be widened, as shown on sheet #1 of the plans, was incorrect. The normal distance was under two feet causing a reduction in the original quantities. Some areas needed no work.	CU.YD.	$ 15,450.00	$ 7,650.60	-50%
BI #7	Aggregate Base For explanation see B.I. #6	TON	$ 21,840.00	$ 9,777.48	-55%
BI #8	Class "C" Asphalt For explanation see B.I. #6	TON	$ 30,625.00	$ 20,165.95	-34%

9521

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fairhaven School-Agate Street

WEEK ENDING: December 18, 1982

SECTION PREFIX: 818-1167

HIGHWAY: Green Springs

COUNTY: Klamath

NAME OF JOB: Fairhaven School-Agate Street

KIND OF WORK: Bikeway

CONTRACTOR: Rogue River Paving Co., Inc.

CONTRACT NUMBER: 9521

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 29, 1982

DATE WORK STARTED: September 27, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 60

WORK DAYS USED:

CALENDAR DAYS USED: 64

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 107

PROJECT AUTHORIZATION: $ 99,898.39

EXCLUSIVE OF ENGINEERING: $ 91,173.64

ENGINEERING AUTHORIZATION: $ 8,724.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 65,726.38

ENGINEERING COST TO DATE: $ 8,860.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN 28 %

PERCENT OF AUTHORIZATION: 102 %

DATE PROJECT WAS COMPLETED: October 13, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.01				1.01
MILES PARTIALLY COMPLETED	1.01				1.01
MILES COMPLETED	1.01				1.01
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,850				625
TOTAL QUANTITIES CORRECTED TO DATE	1,200				500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,200				500
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Snow	0		
MONDAY 13	"	0		
TUESDAY 14	"	0		
WEDNESDAY 15	Snow	0		
THURSDAY 16	Rain	0		
FRIDAY 17	Snow	0		
SATURDAY 18	Snow	0		

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CAE CA
DEC 20 1982
CONSTRUCTION SECTION CP
EEO

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

12 SUNDAY	
13 MONDAY	
14 TUESDAY	
15 WEDNESDAY	
16 THURSDAY	
17 FRIDAY	
18 SATURDAY	

REMARKS

Office completed Semifinal this week; will be submitted to Region Office early next week.

FINAL REPORT

SIGNED B. N. Hatcher LOCATION Klamath Falls

B. N. Hatcher, Proj. Mngr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1982 Clackamas Rd.-Oatfield Rd. 9522
Sec. of Webster Rd. in Gladstone
(Grading, paving & signals) #2

9522

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

AGY. 02	CURRENT DOCUMENT NUMBER 145123		
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5583	DATE 4/7/87	VENDOR NUMBER 0001000788-00

City of Gladstone
525 Portland Ave
Gladstone OR 97027

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09522-011	L02	8019			844010	02	$8,225.64

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:

Final billing - revised 2/26/87 (replaces 144397)
N.C.L. (Gladstone) - Oatfield Rd., Webster Rd.
Contract 9522 Agreement 6871
1X 9659 (3) (9) (10)
See attached itemized statement

AMOUNT DUE: $8,225.64

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL PRICE

TOTAL AMOUNT DUE $8,225.64

GARY ZEHNER 378-6011
IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

9522

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 145122
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5584	DATE 4/7/87	VENDOR NUMBER ~~00010000344-00~~ 0001000344-00

Clackamas County
902 Abernathy Road
Oregon City OR 97045

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09522-011	L02	8019			844010	03	$3,400.00

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:

Final settlement; Clackamas Highway N.C.L. S.E. Webster Road
IX 9659 (5) (7) (6) (8)
See attached revised itemized statement to bill back for excess refund returned to local government inventment pool account 4279 on 12/23/86.

		TOTAL PRICE
Original refund 12/23/86	$11,520.47	
Revised refund per att'd Statement	8,120.47	
Excess refund to be returned to Highway Division		$3,400.00

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $3,400.00

GARY ZEHNER 378-6011
IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
APR 08 1987
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

9522

303-1041

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY ZEHNER
Program Section

DATE: February 24, 1987

Wayne Schulte

FROM: WAYNE SCHULTE
Federal Aid Specialist

SUBJECT: Clackamas Road-Oatfield Section
Contract 9522 IX9659

As requested by Al Kolb, public works director for the City of Gladstone, I pursued the question of why 17 manhole adjustments were categorized as Group 2N under Price Agreement No. 4, on the contract payment voucher. Group 1 items on this project covered work that Clackamas County was responsible for and Group 2 covered City of Gladstone obligations.

After reviewing the original pay notes for the 17 manhole adjustments, I found that the adjustments were within the Clackamas County portion of the project. These are Clackamas Service District manholes located within the county road right-of-way and adjustment of the manholes is not a reimbursable cost as per Gary Kennen, project manager. The pay notes reflect that determination.

Apparently, during the keypunch process, the 17 adjustments were incorrectly entered as a non-participating (Group 2N) item which the City of Gladstone would be obligated to pay. The itemized statements sent to Gladstone and Clackamas County were based on that incorrect entry.

I have discussed the recent findings with Bernie Straight, Clackamas County, and Al Kolb. Both would like revised statements sent to them for processing. Would you please prepare the necessary statements based on the manhole adjustments being located in the County and coded Group 1N. By copy of this letter, I am also requesting Jan Henry make appropriate changes in her records. Please advise if additional data is needed.

po

cc: Jan Henry
Gary Kennen
Roger Gebauer

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____
FEB 25 1987
Refer To ____________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

9522

		AGENCY	CURRENT DOCUMENT NUMBER 144397
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5341	DATE 11/25/86	VENDOR NUMBER 0001000788-00

City of Gladstone
525 Portland Ave.
Gladstone, OR 97027

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09522-011	L02	8019			844010	02	$11,625.64

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:	TOTAL PRICE
Final Billing N.C.L. (Gladstone) - Oatfield Rd., Welester Rd. Contract 9522 Agreement 6871 1X 9659 (3)(9)(10) See attached itemized statement	$11,625.64
GL 1140 TOTAL AMOUNT DUE	$11,625.64

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner, ph. 378-6011 or Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (3-86)

9522

OREGON STATE HIGHWAY DIVISION

REV: 2-26-87

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3-17-86

CITY: Gladstone AGREEMENT NO: 6871 PROJECT NO: IX-9659(3) (9)(10)

CONTRACT NO: 9522 SECTION: N.C.L. (Gladstone)-Oatfield Rd., Webster Road

PRELIMINARY ENGINEERING (IX-9659(3) PREFIX NO. 303-1903):

Project Manager ($8.25 Nonpartic.)	$ 22,946.85
Final Design	4,411.07
R/W Descriptions	3,753.83
Region Geology	665.87
Traffic Section ($1.80 Nonpartic.)	3,802.71
Landscape Section	38.85
R/W Liaison	1,302.88
Region Utility Liaison	43.07
Location Section	140.84
Program Section	363.15
Specification Section	3,468.44
Administrative Services	31.65
Environmental Section	1,848.12
TOTAL P.E. COST	$ 42,817.33

RIGHT-OF-WAY (IX-9659(9) PREFIX NO. 303-2534):

Net Cost of Land Purchased	$ 21,330.89
Appraisals, Witness Fees, Etc.	2.10
Title Costs & Recording Fees	40.18
Negotiation Expense	60.28
Appraisal Review	24.34
Payment to City	194.11
R/W Liaison	315.58
Audit Services	187.73
Program Section	70.37
R/W Office Expenses	514.24
TOTAL R/W COST	$ 22,739.82

CONSTRUCTION (IX-9659(10) PREFIX NO. 303-1041 & 303-1061):

Payment to Contractor ($500.00 Nonpartic.)	$300,725.90
Credit for Liquidated Damages ($1.05 Nonpartic.)	(1,050.00)
Interest on final payment	26.92
SFO #1 Striping & Pavement Markers	7,305.84
SFO #2 State Furnished Controller Software	420.00
SFO #3 Signal Controller Testing	1,018.50
SFO #4 Furnish & Install Permanent Signing	1,952.05
SFO #5 Traffic Signal Turn-On Services	451.50
Construction Engineering ($26.27 Nonpartic.)	34,890.53
Payment to City	76.80
Audit Services	139.34
Program Section	121.46
Salem Lab	817.03

Portland Lab	104.90
Technical Services	343.30
Construction Section	283.76
Region Office Expense	90.52
EEO Monitoring Expense	64.33
TOTAL CONSTRUCTION COST	$347,782.68

SUMMARY:

Total P.E. Cost			$ 42,817.33
Total R/W Cost			22,739.82
Total Construction Cost			347,782.68
TOTAL PROJECT COST			$413,339.83
Less Federal Funds:	P.E.		(36,349.38)
	R/W		(19,328.85)
	Const.		(295,145.96)
CITY SHARE			$ 62,515.64
Less Advance Deposits:	P.E.	12-26-78 & 8-13-82	$ (7,070.00)
	R/W	8-13-82	(3,550.00)
	Const.	8-13-82 & 9-29-83	(43,670.00)
BALANCE DUE FROM CITY			$ 8,225.64

GEZ:pf

cc: J. Peterson
W. Schulte
Local Programs

9522

OREGON STATE HIGHWAY DIVISION

REV: 2-26-87

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3-17-86

COUNTY: Clackamas AGREEMENT NO: 6940 PROJECT NO: IX-9659(5)(7)(6)(8)

CONTRACT NO: 9522 SECTION: Clackamas Hwy.-N.C.L. (Gladstone) SE Webster Road

PRELIMINARY ENGINEERING (IX-9569(5) PREFIX NO. 303-1913 & 403-1915):

Project Manager	$ 18,586.04
Work by County	4,190.52
Final Design	4,852.43
R/W Descriptions	1,896.77
Region Geology ($12.97 Nonparticipating)	457.52
Traffic Section	4,413.16
R/W Liaison	654.20
Region Utility Liaison	556.64
Audit Expense	148.49
Program Section	77.67
Specifications Section	460.38
Administrative Services	31.65
Environmental Section	1,883.99
R/W Utility Engineer	10.82
TOTAL P.E. COST	$ 38,220.28

RIGHT-OF-WAY (IX-9659(7) PREFIX NO. 203-2533):

Work by County	$ 7,625.75
R/W Liaison	238.82
Audit Services	206.36
Program Section	16.53
R/W Office Expense ($17.68 Nonparticipating)	329.55
TOTAL R/W COST	$ 8,417.01

#1 CONSTRUCTION (IX-9569(6) PREFIX NO. 203-1017 & 403-1022):

SFO #1 Installation of Illuminated Lane Signs	$ 29,337.55
Construction Engineering by County	250.69
SFO #2 Monitor Work by County ($14.53 Nonpartic.)	510.77
Construction Engineering by State	60.55
Audit Expense	257.19
TOTAL CONSTRUCTION COST	$ 30,416.75

#2 CONSTRUCTION (IX-9659(8) PREFIX NO. 303-1041 & 303-1061):

Payment to Contractor ($5,200.00 Nonpartic.)	$312,990.36
Credit to Liquidated Damages ($1.05 Nonpartic.)	(1,050.00)
Interest on Final Payment (Nonpartic.)	27.36
SFO #1 Striping & Pavement Markers	7,305.83
SFO #2 State Furnished Software	580.00
SFO #3 Signal Controller Testing	1,406.50
SFO #4 Furnish & Install Permanent Signing	1,952.06
SFO #5 Provide Traffic Signal Turn-On	623.50
Construction Engineering	32,810.01
Work by County	76.80
Audit Expense	139.33
Program Section	182.23
Salem Lab	1,225.54
Portland Lab	157.35
Technical Services	514.97
Construction Section	425.62
Region Office Expenses	135.78
EEO Monitoring	64.33
TOTAL CONSTRUCTION COST #2	$359,567.57

SUMMARY:

Total P.E. Cost		$ 38,220.28
Total R/W Cost		8,417.01
Total Construction #1 Cost		30,416.75
Total Construction #2 Cost		359,567.57
TOTAL PROJECT COST		$436,621.61
Less Federal Funds:	P.E.	(32,476.22)
	R/W	(7,139.43)
	Construction	(328,029.61)
COUNTY SHARE		$ 68,976.35
Less Credit for P.E. Work by County		$ (628.58)
Less P.E. Advance Deposit 8-17-82		(8,100.00)
Less R/W Advance Deposit 8-17-82		(2,880.00)
Less Credit for Const. Work by County		(4,438.24)
Less Const. Advance Deposit 8-17-82		(49,185.00)
Less Const. Advance Deposit 8-30-83		(11,865.00)
REFUND DUE COUNTY		$ 8,120.47

GEZ:pf

cc: J. Peterson
W. Schulte
Local Programs

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3-17-86

COUNTY: Clackamas AGREEMENT NO: 6940 PROJECT NO: IX-9659(5)(7)(6)(8)

CONTRACT NO: 9522 SECTION: Clackamas Hwy.-N.C.L. (Gladstone) S.E. Webster Road

3-17-86 COMPARISON

PRELIMINARY ENGINEERING (IX-9659(5) PREFIX NO, 303-1913 & 403-1915):

	CITY	COUNTY	County	PART. CITY
Project Manager			$ 18,586.04	22,946.85
Work by County		4,190.52	4,190.52	—
Final Design			4,852.43	4,411.07
R/W Descriptions	3,753.83	1896.77	1,896.77	3,753.83
Region Geology ($12.97 Non-partic.)			457.52	665.81
Traffic Section LANDSCAPE 38.85			4,413.16	3,822.71
R/W Liaison	1,302.88	654.20	654.20	1,302.88
Region Utility Liaison ~~140.84~~	43.07	556.64	556,64	43.07
Audit Expense Location		148.49	148.49	—
Program Section			77.67	363.15
Specifications Section			460.38	3,468.44
Administrative Services			31.65	31.65
Environmental Section			1,883.99	1,848.12
R/W Utility Engineer		10.82	10.82	—
TOTAL P.E. COST $81,037.61	$36,600.76	$44,436.85	$ 38,220.28	$42,817.3

RIGHT-OF-WAY (IX-9659(7) PREFIX NO. 203-253

Work by County			$ 7,625.75	194.11
R/W Liaison			238.82	315.58
Audit Services			206.36	187.73
Program Section			16.53	70.37
R/W Office Expense ($17.68 Non-partic.)			329.55	514.24
TOTAL R/W COST $31,156.83	$22,739.82	$8,417.01	$ 8,417.01	$22,739.82

#1 CONSTRUCTION (IX-9659(6) PREFIX NO. 203-

SFO #1 Installation of Illuminated Lan			$ 29,337.55
Construction Engineering by County			250.69
SFO #2 Monitor Work by County ($14.53			510.77
Construction Engineering by State			60.55
Audit Expense			257.19
TOTAL COST #1 $30,416.75	-0-	$30,416.75	$ 30,416.75

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___

REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

#2 CONSTRUCTION (IX-965-.6) PREFIX NO. . . .	CITY	COUNTY	COUNTY	CITY
Payment to Contractor ($1,800.00 Non-pa.			$309,590.36	304,125.9
Credit to Liquidated Damages ($1.05 Non-			(1,050.00)	(1050.00)
Interest on Final Payment (Non-partic.)			27.36	26.92
SFO #1 Striping & Pavement Markers			7,305.83	7,305.84
SFO #2 State Furnished Software	470.00	580.00	- 580.00	420.00
SFO #3 Signal Controller Testing			- 1,406.50	1018.50
SFO #4 Furnish & Install Permanent Signing			1,952.06	1952.05
SFO #5 Provide Traffic Signal Turn-on	451.50	623.50	- 623.50	451.50
Construction Engineering			32,810.01	34,690.53
Work by County			76.80	76.50
Audit Expense			139.33	137.34
Program Section			- 182.23	121.46
Salem Lab	817.03	1225.54	- 1,225.54	817.03
Portland Lab	104.90	157.35	- 157.35	104.90
Technical Services	343.30	514.97	- 514.97	343.30
Construction Section	283.76	425.62	- 425.62	283.76
Region Office Expense			135.78	90.52
EEO Monitoring			64.33	64.32
TOTAL COST #2 $707,350.25	$322,105.47	$385,244.78	$356,167.57	$351,182.6

SUMMARY:

	CITY	COUNTY	COUNTY	CITY
Total P.E. Cost	36,600.76	44,436.85	$ 38,220.28	$42,817.3
Total R/W Cost	22,739.82	8,417.01	8,417.01	22,739.82
Total Const. #1 Cost	-0-	30,416.75	30,416.75	—
Total Const. #2 Cost	322,105.47	385,244.78	356,167.57	351,182.6
TOTAL PROJ COST $849,961.44	$381,446.05	$468,515.39	$433,221.61	416,739.8
Less Federal Funds: P.E.	34,710.65	37,771.32	(32,476.22)	(36,549.56)
R/W	19,328.85	7,154.45	(7,139.43)	19,326.8
CONST	273,789.65	353,312.30	(328,029.61)	295,145.96
CITY / COUNTY SHARE $127,494.22	$57,216.90	70,277.32	$ 65,576.35 131,491.99	$65,915.64
Less Credit for P.E. Work by County			(628.58)	
Less P.E. Advance Deposit 8-17-82			(8,100.00)	2000.00
Less R/W Advance Deposit 8-17-82			(2,880.00)	
Less Credit for Const. Work by County			(4,438.24)	
Less Const. Advance Deposit 8-17-82			(49,185.00)	42,180
Less Const. Advance Deposit 8-30-83			(11,865.00)	10,110
TOTAL CREDIT	$54,290.00	$77,096.82	77,096.82	54,290.0
DUE FROM CITY / REFUND TO COUNTY . .	(2,926.90)	+6,819.50	$+11,520.47	(11,635.64)

GEZ:bkb
cc: J. Peterson
W. Schulte
LPG File

P. E. COST SUMMARY

38,220.28	COUNTY ODOT DISTRIBUTION
42,817.33	CITY ODOT DISTRIBUTION
$81,037.61	TOTAL PE COST
-3,753.83	R/W DESCRIPTIONS
-1,302.88	R/W LIAISON
- 43.07	REGION UTILITY LIAISON
($5099.78)	GLADSTONE COSTS DIRECT
+ $75,937.83	
- 4190.52	WORK BY COUNTY
-1896.77	R/W DESCRIP
- 654.20	R/W LIAISON
- 556.64	REGION UTILITY
- 148.49	AUDIT
- 10.82	R/W UTILITY ENGR
($7,457.44)	COUNTY COSTS DIRECT
+ $68,480.39	PROJECT P.E. COSTS TO SHARE 54/46 %

~~COUNTY 60% = $41,088.23~~
~~CITY 40% = 27,392.16~~

54% = $36,979.41 COUNTY
46% = 31,500.98 CITY

COUNTY $36,979.41 + 7,457.44 = $44,436.85
CITY $31,500.98 + 5099.78 = $36,600.76
$68,480.39 $81,037.61

100+60.53 END PROJ	100+60.53 END PROJ CITY
5+00 BEG PROJ	58+60.00 BEG. PROJ CITY
9560.53	4200.53 TOTAL PROJ = 46%
- 500.00 NO WORK COUNTY	9060.53 = 56.36%
9060.53 TOTAL PROJ.	9560.53 = 43.94% PA #4

R/W COST SUMMARY NO CHANGE FROM
ITEMIZED LIST 3-17-86

CITY = $22,739.82 COUNTY = $8,417.01

#1 CONSTRUCTION COUNTY COST ONLY = $30,416.75

2
Construction Cost Summary

		County
$356,167.57	County ODOT Distribution	
351,182.68	City ODOT Distribution	
$707,350.25	Total Const. Cost	
- 420.00	State Furn Software	- 580.00
- 1018.50	Signal Cont Testing	- 1406.50
- 451.50	Signal Turn On	- 623.50
- 817.03	Salem Lab	- 1225.54
- 104.90	Portland Lab	- 157.35
- 343.30	Technical Services	- 514.97
- 283.76	Construction Section	- 425.62
($3 438.99)	Gladstone Cost Direct	($4,933.48)
+ 703 911.26		
(4933.48)	County Cost Direct	
+ $698,977.78	Total Construction Cost to Be Shared	
($143,164.62)	P.A. No. 4 Overlay	
$555,813.16	Total Construction Cost 54/46 % Share	

			Construction		Overlay PA#4	
County	~~54%~~	~~$377,448.00~~	54%	300,139.11	56%	80,172.19
City	~~46%~~	~~321,529.78~~	46%	255,674.05	44%	62,992.43
		~~$698,977.78~~		$555,813.16		$143,164.62

CITY CONST COST
$255,674.05 46%
+ 62,992.43 PA #4 OVERLAY 44%
+ 3,438.99 DIRECT COST
$322,105.47 TOTAL CONST COST CITY

COUNTY CONST. COST
$300,139.11 54%
+ 80,172.19 P.A. #4 56%
+ 4,933.48 DIRECT COUNTY COST
$385,244.78 TOTAL CONST COST COUNTY
+ 322 105.47
$707,350.25 TOTAL CONSTRUCTION COST

BID SCHEDULE

Contract 352[illegible]
Clackamas Rd. - Oatfield Rd.

	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL	
04A	General Excavation	Cu. Yd.	250	$ 6.00	$ 1,500.00	
[illegible]	Trench Excavation	Cu. Yd.	39	11.00	429.00	
04B	B 1 9 1"-0 Aggregate Base	Ton	350 84.92	6.00	2,100.00	509.52
04C	Class "C" Asphalt Concrete Mixture	Ton	3,860 4254.25	25.00	96,500.00	106,356.25
04D	Asphalt in Tack Coat	Ton	5	250.00	1,250.00	3,500.25
[illegible]	12-Inch Sewer Pipe	Lin. Ft.	120	14.00	1,680.00	
[illegible]	B 1 15 Extra for Pipe Under Pavement	Lin. Ft.	110	10.00	1,100.00	1110.00
[illegible]	B 1 17 Concrete Inlets, Type G-1	Each	4	400.00	1,600.00	
04E	B 1 13 Concrete Inlets, Type G-2	Each	3 4	425.00	1,275.00	1700.00
04F	Drainage Curb	Lin. Ft.	200 444	2.50	500.00	1110.00
[illegible]	Extra for Asphalt Approaches	Each	56	200.00	11,200.00	23,400.00
04G	B 1 29 Adjusting Manholes	Each	29 27	200.00	5,800.00	5400.00
[illegible]	~~B 1 [illegible]~~ Adjusting Inlets	Each	21	180.00	3,780.00	
[illegible]	B 1 33 Flagging B 1 5	Hour	90	20.00	1,800.00	
		Total Amount =			$130,514.00	143,164.62

04H Incr Quan B1 5, 9,
15, 17, 18, 29, 33

otal Proj. Cost $849,961.44 × 85% = 722,467.22 FEDERAL FUNDS
127,494.22 = City County Share

$131,491.99 = FEDERAL FUNDS O.D.O.T. COMPARISON

$3,997.77

COUNTY		O.D.O.T.	DIFF
38,220,28 × 85%	: 32,487.24	32 476,22	11.02
8417.01	= 7 154.46	7,139.43	15.03
30,416.77	= 25,854.38	0	-
356,167.57	= 302,742.43	328,029.61	567.20
	$368,268.51	$367,645.20	623.29

CITY		ODOT	DIFF
42,817.33 × 85%	= 36,394.13	36,349.38	45.35
22,739.82	19,328.84	19,328.85	0
351,182.68	298,505.28	295,145,96	3359.32
	$354,228.85	$350,824.19	3404.66

NON-PARTICIPATING ITEMS

FURNISHING & INSTALLING MAIL BOX POSTS

COUNTY	18 EA	$1,800^{00}$
CITY	5 EA	500^{00}

ADJUST MANHOLES

CITY	17 EA	$3,400^{00}$
(CITY	10 EA PARTICIPATING?)	

TOTAL $5,700^{00}$

COUNTY	54%	$3,078^{00}$	@ 85%	= $2,616.30
CITY	46%	2,622	@ 85%	$2,228.70

REVISED COST BY INCLUDING N.P. ITEMS

CITY	COUNTY
($2,926.90)	+$ 6,819.50
+ 2 228.70	+ 2,616.30
($ 698.20)	+$9,435 80
DUE FROM CITY	REFUND TO COUNTY

[illegible]

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-7-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☑ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 6/30/85
TO 3/26/85

FEDERAL AID PROJECT NO.
IX-9659(10)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	76,834.53	76,834.53	85%	65,309.35	65,309.35	$ 0.00
772	274,348.15	270,396.01	85%	229,836.61	229,836.61	$ 0.00
	351,182.68	347,230.54	85%	295,145.96	295,145.96	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
1/7/86

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	GLADSTONE N.C.L. - OATFIELD ROAD WEBSTER ROAD, FAU 9959 CLACKAMAS COUNTY					
	Construction Type Code I000 Roadway (Sta. 58+60 to Sta. 100+00)					
	Final Contract Payment Summary	LUMP	SUM		$272,085.90	
	580 $ 60,301.06					
	772 $211,784.84					
SFO #1	Striping removal, permanent striping and pavement markers					
	Clackamas County (772)	ALL	REQUIRED		5,617.28	
	State Forces (772)	ALL	REQUIRED		1,688.56	
SFO #4	Furnish and install permanent signing (Clackamas Co.) (772)	ALL	REQUIRED		1,952.05	
	TOTAL PARTICIPATING CONSTRUCTION TYPE CODE I000				$281,343.79	
	Type Code Y033 Signal at Oatfield Road					
	Final Contract Payment Summary (772)	ALL	REQUIRED		$ 28,140.00	
SFO #2	State Furnished Controller software (772)	ALL	REQUIRED		420.00	
SFO #3	Signal Controller Testing (772)(State)	ALL	REQUIRED		1,018.50	
SFO #5	Provide traffic signal turn-on services (State)(772)	ALL	REQUIRED		451.50	
	TOTAL PARTICIPATING TYPE CODE Y033				30,030.00	
	TOTAL PARTICIPATING CONSTRUCTION				$311,373.79	
	Construction Engineering					
	Work by Clackamas County (772)	ALL	REQUIRED		76.80	
	State	ALL	REQUIRED		36,625.23	
	580 $16,533.47					
	772 $20,091.76					
	Liquidated Damages	LUMP	SUM		[1,048.95]	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 35,653.08	
	AMOUNT CARRIED FORWARD					

FORM PR-20B (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE: OREGON
COUNTY: MARION
NUMBER:
SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Misc. Project Cost					
	Audit Expense (772)	ALL REQUIRED			139.34	
	EEO Monitoring Expense	ALL REQUIRED			64.33	
	TOTAL PARTICIPATING MISC. PROJECT COST				$ 203.67	
	TOTAL PARTICIPATING CONSTRUCTION COST				$347,230.54	
	Non Participating Project Cost					
	Final Contract Payment Summary (772)	LUMP SUM			3,900.00	
	Interest on Final Payments (772)	ALL REQUIRED			26.92	
	Construction Engineering (State)(772)	ALL REQUIRED			26.27	
	Liquidated Damages	LUMP SUM			[1.05]	
	TOTAL NON PARTICIPATING PROJECT COST				3,952.14	
	TOTAL PROJECT COST				$351,182.68	

Prepared based on the participating cost as shown on the Federal Billing as of 12/5/85

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	AMOUNT CARRIED FORWARD.......					

FORM [illegible] 10-3 (REV. 5-66)

GPO [illegible]7-844

USCOMM-DC 27329-P66

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                             JUNE 1985         PAGE  303
                                                                        FISCAL         GRAND TOTAL     ACTIVE YRS
     DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE    TO DATE        BEG    END
                                                                                                          STATE
 LAKEWOOD BAY(N SHORE)BR   CONT NO 9579 = FA PROJ NOS BROS0303001 100                        46,841.63     83     83
                                303    1050     201     00 P 1                                    12.36     83     83
                                303    1050     206     00 N 1                                    83.01CR   83     83
                                303    1050     208     00 N 1                                 7,540.00     83     83
                                303    1050     270     01 N 1                                11,930.00     83     83
                                303    1050     295     00 N 9                  70.91CR       55,400.76CR   83     85
                                303    1050     296     00 N 9                  70.91         43,420.76     83     85
                                303    1050     298     00 N 9      .38CR       85.62          2,458.01     83     85
                                303    1050     900     00 P 1                                 9,513.60     84     84
                                303    1050     900     00 N 1                                 1,598.23     83     84
                                303    1050     903     00 P 1                                    72.91     84     84
                                303    1050     915     00 P 1                                    53.02     83     83
                                303    1050     920     00 P 1                     .02            83.01     83     84
                                303    1050     928     00 N 1                                 1,202.78     83     84
                                303    1050     940     00 P 1                                 1,079.19     83     83
                                303    1050     941     00 P 1                                   363.91     83     84
                                303    1050     944     00 P 1                                   602.20     83     84
                                303    1050     945     00 P 1                                    34.90     83     84
                                303    1050     948     00 P 1                                     8.15     83     83
                                303    1050     948     00 N 1                                    31.29     83     83
                                303    1050     950     00 P 1                                54,338.07
                                                TOT     P1          .38CR       85.62         13,074.11
                                                TOT     N1                         .02        67,412.18  **
                                             ** JOB TOTALS **       .38CR**     85.64  **
                                                                                                          STATE
 CLACKAMAS RD-OATFIELD RD  CONT NO 9522   FA PROJ NOS X10 9659008  60 X10 9659010  40          8,800.00     84     84
                                303    1061     201     00 P 1  Pay Cont.                     60,301.06     84     84
                                303    1061     201     00 P 2               8,353.35CR       73,809.35CR   84     85
                                303    1061     296     00 N 9               8,358.35         73,809.35     84     85
                                303    1061     298     00 N 9                                 1,200.00     84     84
                                303    1061     900     00 P 1  Const. Engr. 9,833.35         16,533.47     84     85
                                303    1061     900     00 P 2                                10,000.00
                                                TOT    (P1)                  9,833.35         76,834.53
                                                TOT     P2                   9,833.35  **     86,834.53  **
                                             ** JOB TOTALS **        **
                                                                                                          STATE
 PORT AVE & ABER AVE       CONT NO 9811   FA PROJ NOS X1  9647003 100 X1  9647003
                                                                            46,291.78      46,291.78     84     85
                                303    1067     201     00 P 1              23,347.97      23,347.97     84     84
                                303    1067     201     00 P 2               1,500.00CR     1,500.00CR   84     85
                                303    1067     204     00 P 1                 497.59         514.79     84     85
                                303    1067     270     01 P 1     1.34CR   42,670.00CR    42,670.00CR   84     85
                                303    1067     296     00 N 9      .01CR   42,670.00      42,670.00     84     85
                                303    1067     298     00 N 9      .01      2,909.07       3,755.23     84     85
                                303    1067     900     00 P 1    18.60CR    3,121.19       3,121.19     85     85
                                303    1067     900     00 P 2                                 94.55     84     84
                                303    1067     920     00 P 1
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 301

GLADSTONE NCL-OATFIELD RD CONT NO 9522 * FA PROJ NOS X10 9659008 60 X10 9659010 40 X10 9659010

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG STATE	IPS END
	303	1041	201	00	P 1 298,990.36	2,858.16	[redacted]	82	84
	303	1041	201	00	P 2 Pay Cont 239,924.84	18[illegible] 52CR	[illegible]	82	84
	303	1041	201	00	N 1		1,800 00	83	83
	303	1041	201	00	N 2 " "	3,400.00	3,900 00	83	84
	303	1041	203	00	P 1		(1,048.95) ~~2,100 00CR~~	83	83
	303	1041	204	00	P 1	2,575 96CR		82	84
	303	1041	204	00	P 2	2,575 96		82	84
	303	1041	206	00	N 1	32 57	~~32 57~~ 27.3[illegible]	84	84
	303	1041	206	00	N 2 Interest	21 71	~~21 71~~ 26.1[illegible]	84	84
	303	1041	210	02	P 1		580 00	83	83
	303	1041	210	02	P 2 Mater. Eval. SFO#2		420 00	83	83
	303	1041	270	01	P 1	4,772 86	~~7,926 92~~ 7305.33	83	85
	303	1041	270	01	P 2 SFO#1	4,772 86	~~6,634 75~~ 7303.34	83	85
	303	1041	270	03	P 1		1,406 50	83	83
	303	1041	270	03	P 2 SFO#3		1,018 50	83	83
	303	1041	270	04	P 1	46 63CR	1,952 06	83	85
	303	1041	270	04	P 2 SFO#4	46 63CR	1,952 05	83	85
	303	1041	270	05	P 1		623 50	83	84
	303	1041	270	05	P 2 SFO#5		451 50	83	84
	303	1041	295	00	N 9	47 15	43 204 21	82	84
	303	1041	296	00	N 9	37 031 74CR	627 594 31CR	82	85
	303	1041	297	00	N 9	326 59CR	60 057 30	82	85
	303	1041	298	00	N 9	37 311 18	503 [illegible] 10	82	85
	303	1041	900	00	P 1	5 319 74CR	~~34 224 5[illegible]~~ 31341.5[illegible]	82	84
	303	1041	900	00	P 2 Const. Engr.	4 505 21CR	~~15 833 36~~ 18216.3[illegible]	82	85
	303	1041	900	00	N 1		~~31 54~~ 26.29	82	83
	303	1041	900	00	N 2 "		~~21 81~~ 26.27	82	83
	303	1041	903	00	P 1	3 234 40CR	~~153 60~~ 76.39	83	85
	303	1041	915	00	P 1	167 20	~~167 20~~ 137.33	85	85
	303	1041	915	00	P 2 Audit Service	111 47	~~111 47~~ 137.34	85	85
	303	1041	920	00	P 1	21 61	182 23	82	85
	303	1041	920	00	P 2 Fin. Ser	14 41	121 46	82	83
	303	1041	928	00	N 1		~~10 86~~	82	83
	303	1041	928	00	N 2		[illegible]	82	83
	303	1041	940	00	P 1	84 58	1 225 54	82	84
	303	1041	940	00	P 2 Salem Lab	56 40	817 03	82	84
	303	1041	941	00	P 1		157 35	82	84
	303	1041	941	00	P 2 Portland Lab		104 90	82	84
	303	1041	944	00	P 1	213 41	514 9[illegible]	82	85
	303	1041	944	00	P 2 Tech. Serv	142 27	743 30	82	85
	303	1041	945	00	P 1	228 63	425 62	82	84
	303	1041	945	00	P 2 [illegible]	159 10	283 76	82	84

303-1041-903-00 2P Pay Co. # 76.80

303-1041-203-00 N1 - <1.05>

303-1041-203-00 P2 Cr. Liq. Dam. <1,048.95>

303-1041-203-00 2N " <1.05>

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 302

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	IPS END
	303	1041	950	00	P 2		[illegible]	83	83
	303	1041	985	00	P 1		[illegible] 2164.33	82	84
	303	1041	985	00	P 2 [illegible]		[illegible] 6433	82	84
			TOT		P1	2,804 02CR	347,[illegible]8 75		
			TOT		P2	3,103 96	268 [illegible]5 13		
			TOT		N1	32 57	1 874 97		
			TOT		N2	3,421 71	3,949 97		
			** JOB TOTALS **			** 3,[illegible]54 22	** 621 988 42	**	

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO. X

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (*Insert official or depository named in project agreement*)
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY
(*For use of Paying Office*)

STATE
OREGON

VOUCHER PERIOD
FROM 6/30/82
TO 3/26/85

VOUCHER TYPE (*Check Appropriate Block*)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☑ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9659(8)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	10,000.00	10,000.00	85.00	8,500.00	8,500.00	$ 0.00
772	347,367.57	345,514.98	85.00	293,687.73	293,687.73	$ 0.00
	$357,367.57	$355,514.98	85.00	$302,187.73	$302,187.73	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
12/6/85

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(*SIGN ORIGINAL ONLY*)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CLACKAMAS ROAD - GLADSTONE N.C.L.					
	WEBSTER ROAD, FAU ~~9959~~ 659					
	CLACKAMAS					
	Construction					
	Type Code I000					
	Roadway (Sta. 5+00 to Sta. 15+00) (Sta. 20+00 to Sta. 58+60)					
	Final Contract Payment Summary	LUMP SUM			$268,930.36	
	580 $8,800.00					
	772 $260,130.36					
SFO #1	Striping removal, permanent striping and pavement markers					
	Clackamas County (772)	ALL REQUIRED			5,617.28	
	State Forces (772)	ALL REQUIRED			1,688.55	
SFO #4	Furnish and install permanent signing (Clackamas County) (772)	ALL REQUIRED			1,952.06	
	TOTAL PARTICIPATING TYPE CODE I000				$278,188.25	
	Type Code Y033					
	Traffic Signal (At Clackamas Road)					
	Final Contract Payment Summary (772)	LUMP SUM			38,860.00	
SFO #2	State furnished controller software (772)	ALL REQUIRED			580.00	
SFO #3	Signal Controller testing (State)(772)	ALL REQUIRED			1,406.50	
SFO #5	Provide traffic signal turn-on services (State)(772)	ALL REQUIRED			623.50	
	TOTAL PARTICIPATING TYPE CODE Y033				$41,470.00	
	TOTAL PARTICIPATING PROJECT COST				$319,658.25	
	Construction Engineering					
	Work by Clackamas County (772)	ALL REQUIRED			76.80	
	State	ALL REQUIRED			36,625.22	
	580 $1,200.00					
	772 $35,425.22					
	Liquidated Damages	LUMP SUM			[1,048.95]	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$35,653.07	
	AMOUNT CARRIED FORWARD					

FORM PR-20B (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT
STATE: Oregon
COUNTY: Marion
NUMBER:
SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Misc. Project Cost					
	Audit Expense (772)	ALL REQUIRED			139.33	
	EEO Monitoring Expense (772)	ALL REQUIRED			64.33	
	TOTAL PARTICIPATING MISC. PROJECT COST				$203.66	
	TOTAL PARTICIPATING PROJECT COST				$355,514.98	
	Non Participating Project Cost					
	Final Contract Payment Summary (772)	LUMP SUM			1,800.00	
	Interest on Final Payments (772)	ALL REQUIRED			27.36	
	Construction Engineering (State)(772)	ALL REQUIRED			26.28	
	Liquidated Damages (772)	LUMP SUM			[1.05]	
	TOTAL NON PARTICIPATING PROJECT COST				$1,852.59	
	TOTAL PROJECT COST				$357,367.57	

Prepared based on the participating cost as shown on the Federal Billing as of 12/5/85.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	AMOUNT CARRIED FORWARD.......					

FORM PR-20B (REV. 5-66)

GPO 907-844

USCOMM-DC 27329-P66

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

GLADSTONE NCL-OATFIELD RD CONT NO 9522 * FA PROJ NOS X10 9659008 60 X10 9659010 40 X10 9659010

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG STATE	END
	303	1041	201	00 P 1	Payment to cont.	2,858.16	298,990.36	82	84
	303	1041	201	00 P 2		187.52CR	2[illegible]4.84	82	84
	303	1041	201	00 N 1	" "		1,800.00	83	83
	303	1041	201	00 N 2		3,400.00	1,300.00	83	84
	303	1041	203	00 P 1	Cr. Liq. Dam		<1048.95> ~~2,100.00CR~~	83	83
	303	1041	204	00 P 1		2,575.96CR		82	84
	303	1041	204	00 P 2		2,575.96		82	84
	303	1041	206	00 N 1	Interest	32.57	~~32.57~~ 2736	84	84
	303	1041	206	00 N 2		21.71	~~21.71~~ 2692	84	84
	303	1041	210	02 P 1	SFO#2		580.00	83	83
	303	1041	210	02 P 2			420.00	[illegible]	83
	303	1041	270	01 P 1	SFO#1	4,772.86	~~7,[illegible]6.72~~ 7,305.83	[illegible]	85
	303	1041	270	01 P 2		4,772.86	~~6,[illegible]4.75~~ 7,305.84	83	85
	303	1041	270	03 P 1	SFO#3		1,406.50	83	83
	303	1041	270	03 P 2			1,018.50	83	83
	303	1041	270	04 P 1	SFO#4	46.63CR	1,952.06	83	85
	303	1041	270	04 P 2		46.63CR	1,952.05	83	85
	303	1041	270	05 P 1	SFO#5		623.50	83	84
	303	1041	270	05 P 2			451.50	83	84
	303	1041	295	00 N 9		47.15	43,[illegible]04.31	82	84
	303	1041	296	00 N 9		37,031.74CR	62[illegible],594.31CR	82	85
	303	1041	297	00 N 9		326.59CR	60,05[illegible].30	[illegible]	85
	303	1041	298	00 N 9		3[illegible],311.18	52[illegible].10	[illegible]	85
	303	1041	900	00 P 1	Const. Engr.	5,319.74CR	~~[illegible]~~ 331,841.51	[illegible]	84
	303	1041	900	00 P 2	"	4,505.21CR	~~15,[illegible]~~ 18,216.38	[illegible]	85
	303	1041	900	00 N 1			~~[illegible].54~~ 26.2[illegible]	82	[illegible]
	303	1041	900	00 N 2			~~21.81~~ 26.2[illegible]	82	83
	303	1041	903	00 P 1	Pay Loc. Gov	3,234.40CR	~~[illegible]~~ 76.80	83	85
	303	1041	915	00 P 1	Audit	16[illegible].20	~~16[illegible].20~~ 139.33	85	85
	303	1041	915	00 P 2		111.47	~~111.47~~ 139.34	85	85
	303	1041	920	00 P 1	[illegible]	21.61	182.23	[illegible]	85
	303	1041	920	00 P 2		14.41	121.46	[illegible]	85
	303	1041	928	00 N 1			~~10.56~~	[illegible]	[illegible]
	303	1041	928	00 N 2			~~[illegible]~~	[illegible]	[illegible]
	303	1041	940	00 P 1	[illegible] Lab	84.58	1,2[illegible]5.54	[illegible]	84
	303	1041	940	00 P 2		56.40	[illegible].03	[illegible]	84
	303	1041	941	00 P 1	[illegible] Lab		15[illegible].[illegible]5	82	84
	303	1041	941	00 P 2			104.50	[illegible]	84
	303	1041	944	00 P 1	Tech. Serv.	213.41	514.9[illegible]	[illegible]	85
	303	1041	944	00 P 2		142.2[illegible]	[illegible]0	[illegible]	85
	303	1041	945	00 P 1	[illegible]	2[illegible]8.63	4[illegible]5.62	[illegible]	84
	303	1041	945	00 P 2		15[illegible].10	[illegible]6	[illegible]	84
	303	1041	946	00 P 1	[illegible] Oth. Exp		1[illegible]5.[illegible]3	[illegible]	84
	303	1041	946	00 P 2			[illegible].53	[illegible]	[illegible]
	303	1041	948	00 P 1	Const. [illegible]	16.26	942.22	[illegible]	85
	303	1041	948	00 P 2		10.85	114.41	[illegible]	85
	303	1041	950	00 P 1			~~[illegible]~~	[illegible]	[illegible]
	303	1041	903	00 P 2			76.80		
							<1.05>		
	303	1041	203	00 N1	Cr. Liq. Dam.		<1.05>		
	~~303~~	~~1041~~	203	00 N2					
	303	1041	203	00 P 2			<1,048.95>		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE [illegible]

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	303	1041	950	00	P 2		~~[illegible]~~	83	83
	303	1041	985	00	P 1	EEO Monitor		~~77 21~~ 64.33	82	84
	303	1041	985	00	P 2			~~51 45~~ 64.33	82	84
			TOT		P1		2,804.02CR	~~347 788 75~~ 345,514.98		
			TOT		P2		3,103.96	268,2?5.13		
			TOT		N1		32.57	~~1,8?? 97~~ 1852.59		
			TOT		N2		3,421.71	3,949.97		
			** JOB TOTALS **			**	3,754.22 **	621,988.42 **		
SE 97TH AVE-SE 122ND AVE	CONT NO 9573 = FA PROJ NOS X10 9718006 96							X10 9718006 04 STATE		
	303	1049	201	00	P 1			315,305.94	83	84
	303	1049	201	00	P 8			15,347.55	83	84
	303	1049	203	00	P 1			1,350.00CR	83	83
	303	1049	204	00	P 1		1,440.01		83	85
	303	1049	204	00	P 8		59.99		83	85
	303	1049	206	00	N 1		221.04	221.04	85	85
	303	1049	206	00	N 8		9.21	9.21	85	85
	303	1049	270	01	P 1			8,145.60	83	84
	303	1049	270	03	P 1	1.88CR	1,341.81	8,146.03	84	85
	303	1049	296	00	N 9		23,760.44CR	356,113.73CR	83	85
	303	1049	297	00	N 9			18,009.41	83	83
	303	1049	298	00	N 9		23,760.44	333,104.37	83	85
	303	1049	900	00	P 1		5,742.75CR	37,125.88	82	85
	303	1049	900	00	P 8			1,[illegible].51	83	84
	303	1049	900	00	N 1		5,751.57	5,[illegible].55	83	85
	303	1049	900	00	N 8			46	83	83
	303	1049	903	00	P 1			653.36	83	84
	303	1049	920	00	P 1	.06CR	14.47	9[illegible].73	83	85
	303	1049	920	00	P 8		61	4.03	83	84
	303	1049	940	00	P 1			2,130.13	83	84
	303	1049	940	00	P 8			50.34	83	84
	303	1049	941	00	P 1			496.27	83	84
	303	1049	941	00	P 8			30.30	82	84
	303	1049	944	00	P 1			455.61	82	84
	303	1049	944	00	P 8			19.41	82	84
	303	1049	945	00	P 1	3.50CR	777.78	1,344.58	82	85
	303	1049	945	00	P 8	.14CR	32.24	56.05	82	85
	303	1049	946	00	P 1	1.66CR	391.50	6,176.77	82	85
	303	1049	946	00	P 8	.06CR	16.33	257.75	82	85
	303	1049	948	00	P 1			113.64	83	84
	303	1049	948	00	P 8			[illegible].29	83	84
	303	1049	950	00	P 1			1,103.17	83	83
	303	1049	950	00	P 8			46.12	83	83
	303	1049	985	00	P 1			125.51	83	84
	303	1049	985	00	P 8			5.[illegible]	83	83
			TOT		P1	7.10CR	1,781.58CR	380,12[illegible].[illegible]4		
			TOT		P8	.20CR	109.17	17,632.[illegible]		
			TOT		N1		5,972.61	6,151.59		
			TOT		N8		9.21	15.6[illegible]		
			** JOB TOTALS **			7.30CR **	4,309.41 **	403,930.61 **		

```
                                                                                        FISCAL          GRAND TOTAL     ACTIVE YRS
     DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH         YEAR TO DATE        TO DATE        BEG   END

 LAKEWOOD BAY(N SHORE)BR       CONT NO 9579 = FA PROJ NOS BROS0303001 100                                               STATE
                                  303      1050     201   00 P 1                                         46,841 63      83    83
                                  303      1050     206   00 N 1                                             12 36      83    83
                                  303      1050     208   00 N 1                                             83 01CR    83    83
                                  303      1050     270   01 N 1                                          3,540 00      83    83
                                  303      1050     295   00 N 9                                         11,930 00      83    83
                                  303      1050     296   00 N 9                           70 91CR       55,400 76CR    83    85
                                  303      1050     298   00 N 9                           70 91         43,420 76      83    85
                                  303      1050     900   00 P 1            38CR           85 62          2,458 01      83    85
                                  303      1050     900   00 N 1                                          9,513 60      84    84
                                  303      1050     903   00 P 1                                          1,598 23      83    84
                                  303      1050     915   00 P 1                                             72 91      84    84
                                  303      1050     920   00 P 1                                             53 02      83    83
                                  303      1050     928   00 N 1                              02             83 01      83    84
                                  303      1050     940   00 P 1                                          1,203 43      83    84
                                  303      1050     941   00 P 1                                          1,073 19      83    83
                                  303      1050     944   00 P 1                                            363 91      83    84
                                  303      1050     945   00 P 1                                            632 20      83    84
                                  303      1050     948   00 P 1                                             34 90      83    84
                                  303      1050     948   00 N 1                                              8 15      83    83
                                  303      1050     950   00 P 1                                             31 29      83    83
                                                    TOT      P1             38CR           85 62         54,338 07
                                                    TOT      N1                               02         13,074 11
                                              ** JOB TOTALS **              38CR**         85 64   **    67,412 18   **

 CLACKAMAS RD-OATFIELD RD      CONT NO 9522  FA PROJ NOS X10 9659008  60 X10 9659010  40                               STATE
                                  303      1061     201   00 P 1   [illegible]                            8,800 00      84    84
                                  303      1061     201   00 P 2                                         60,301 06      84    84
                                  303      1061     296   00 N 9                        8,353 75CR       73,809 35CR    84    85
                                  303      1061     298   00 N 9                        8,358 35         73,809 35      84    85
                                  303      1061     900   00 P 1   Const. Engr                            1,200 00      84    84
                                  303      1061     900   00 P 2                        9,833 35         16,533 47      84    85
                                                    TOT      P1                                          10,000 00
                                                    TOT      P2                         9,833 35         76,834 53
                                              ** JOB TOTALS **                  **      9,833 35   **    86,834 53   **

 PORT AVE & ABER AVE           CONT NO 9811   FA PROJ NOS XI  9647003 100 XI  9647003                                   STATE
                                  303      1067     201   00 P 1                       46,291 78         46,291 78      84    85
                                  303      1067     201   00 P 2                       23,347 97         23,347 97      84    84
                                  303      1067     204   00 P 1                        1,500 00CR        1,500 00CR    84    85
                                  303      1067     270   01 P 1          1 34CR          497 59            514 79      84    85
                                  303      1067     296   00 N 9            01CR       42,670 00CR       42,670 00CR    84    85
                                  303      1067     298   00 N 9            01         42,670 00         42,670 00      84    85
                                  303      1067     900   00 P 1         18 60CR        2,909 07          3,755 23      84    85
                                  303      1067     900   00 P 2                        3,121 19          3,121 19      85    85
                                  303      1067     920   00 P 1                                             94 55      84    84
```

9-22

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 2/18/81
TO 9/25/85

FEDERAL AID PROJECT NO.
IX-9659(7)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
RW 772	8,399.33	8,399.33	.85	7,139.43	7,139.43	$ 0.00
	$8,399.33	$8,399.33	.85	$7,139.43	$7,139.43	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	10/17/85	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CLACKAMAS HIGHWAY - GLADSTONE NCL CLACKAMAS COUNTY					
	Type Code ROW Right-of-Way Right-of-Way	All Required			$2,735.00	
	TOTAL R/W COSTS				$2,735.00	
	Acquisition Expense State	All Required			$5,664.33	
	TOTAL PARTICIPATING COSTS				$8,399.33	
	Totals are as of the FHWA Billing Voucher dated 9/25/85.					
	Participating ROW costs are for Right-of-Way actually incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	AMOUNT CARRIED FOR[illegible]					

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                                                                         JUNE 1985          PAGE 1316
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   FISCAL           GRAND TOTAL
                                                                        YEAR TO DATE          TO DATE
                         PREFIX  FUNCTION SUB F. GR   CURRENT MONTH
  DESCRIPTION                                                                                       STATE

                                   * FA PROJ NOS F    0073002 100
PALMER CR BR SECT      CONT NO
                          136   2518   296   00 N 9                       600.49          13,143.61CR
                          136   2518   298   00 N 9                       600.49CR        13,143.61
                          136   2518   401   00 P 1                                        1,550.00
                          136   2518   404   00 P 1                                        1,100.00
                          136   2518   407   00 P 1                                        3,416.94
                          136   2518   409   00 P 1                                          113.04
                          136   2518   412   00 P 1                                          616.33
                          136   2518   413   00 P 1                                           10.00
                          136   2518   414   00 P 1                                        5,534.62
                          136   2518   426   00 P 1                                           51.06
                          136   2518   430   00 P 1                                          71[illegible].41
                          136   2518   913   04 P 1                                           30.52
                          136   2518   920   00 P 1                        20.14              20.14
                          136   2518   930   00 P 1                       148.20           1,032.55
                          136   2518   950   00 P 1                                          717.90
                                       TOT      P1                       168.34          14,913.51
                                 ** JOB TOTALS **          **            168.34  **      14,913.51  **

                                                                                                    STATE
                                   FA PROJ NOS F     0075016 100
VILLA RD CONN(NEWBERG) CONT NO
                          136   2522   296   00 N 9     2,337.67CR      5,211.71CR       5,211.71CR
                          136   2522   298   00 N 9     2,337.67        5,211.71         5,211.71
                          136   2522   407   00 P 1       425.84        4,081.70         4,081.70
                          136   2522   412   00 P 1         4.14            4.14             4.14
                          136   2522   412   00 N 1        28.16           28.16            28.16
                          136   2522   414   00 P 1     1,717.68        3,243.38         3,243.38
                          136   2522   430   00 P 1        20.42          508.31           508.31
                          136   2522   713   00 P 1        41.51           41.51            41.51
                          136   2522   930   00 P 1         8.33           81.28            81.28
                          136   2522   930   00 N 1        14.20           14.20            14.20
                                       TOT      P1      2,217.92        7,960.32         7,960.32
                                       TOT      N1         42.36           42.36            42.36
                                 ** JOB TOTALS **       2,260.28  **    8,002.68  **     8,002.68  **

                                                                                                    STATE
                                   FA PROJ NOS X10 9659007 100 X1  9659007
CLAK HWY GLADSTONE     CONT NO
                          203   2533   296   00 N 9                        64.49CR         8,399.34CR
                          203   2533   297   00 N 9                         9.68           1,253.91
                          203   2533   298   00 N 9                        54.81           1,139.43
                          203   2533   903   00 P 1                        64.55           7,625.75
                          203   2533   913   00 P 1                                          235.82
                          203   2533   915   00 P 1                                          206.36
                          203   2533   920   00 P 1                                           19.57
                          203   2533   930   00 P 1                                          311.83
                                       TOT      P1                         64.55           8,399.33
                                 ** JOB TOTALS **          **              64.55  **     ~~8,399.33~~  **
                                                                                         8,417.01

     930      IN      $17.68
```

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 4-178	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
PROJECT REPORT NUMBER		Project Number IX-9659(10)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 335,369.00	$ 346,080.00
	228,112.00 (772)	228,112.00 (772)
Federal funds	$ 56,951.00 (580)	$ 66,028.00
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunon
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 16, 1985

FEDERAL AID PROJECT NO. IX-9659(10)

GLADSTONE NCL-OATFIELD ROAD
WEBSTER ROAD, FAU 9959
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 58+60 to STA. 100+100)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
12 Inch Culvert Pipe	$ 13.00	500	$ 6,500.00	792	$ 10,296.00
Adjusting Inlets	180.00	5	900.00	14	2,520.00
Adjusting Boxes	220.00	3	660.00	11	2,420.00
Adjust Manholes	---	---	---	All Required	2,000.00
	Subtotal		$ 8,060.00		$ 17,236.00

Increase	$ 9,176.00
Subtotal of previous estimate of July 30, 1984	270,878.10
Subtotal	$280,054.10
Engineering	31,945.90
Total	$312,000.00
Subtotal of previous estimate of December 15, 1983	$ 34,048.00
Length of Roadway	0.784 mi.
Cost of Roadway Per Mile	$384,338.01

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 312,000.00	$ 265,200.00	$ 46,800.00
Signals	34,048.00	28,940.00	5,108.00
Total	$ 346,080.00	$ 294,140.00	$ 51,908.00
	346,[illegible]		

Group 2 40%
Contract No. 9522
Prefix: 303-1903
Prefix: 303-1041
Prefix: 306-1061
RHZ:bkb

952

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 2		Project Number IX-9659(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 289,340.00	$ 335,369.00
Federal funds	$ 245,938.00	$ ~~285,063.00~~
Other revisions		56,951.00 / 580 228,112.00 / 772

This modification is made for the following reasons: to include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 30, 1984

FEDERAL AID PROJECT NO. IX-9659(10)

GLADSTONE NCL-OATFIELD ROAD
WEBSTER ROAD, FAU 9959
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 58+60 to STA. 100+100)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagmen	$ 20.00	250	$ 5,000.00	1,199	$ 23,980.00	
Class C Asphalt Concrete Mix (PA #4C)	25.00	1,158	28,950.00	2,240	56,000.00	
		Subtotal	$33,950.00		$ 79,980.00	
					Increase	$ 46,030.00
Subtotal from Revised Project Agreement Estimate of December 15, 1983						224,848.10
					Subtotal	$ 270,878.10
					Engineering	30,442.90
					Total	$ 301,321.00

TYPE CODE Y033
SIGNALS
Total, including engineering, as on Revised Project Agreement Estimate of Decembe 15, 1983 $ 34,048.00

Length of Roadway 0.784 mi.

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	County Funds
Roadway		$ 301,321.00	$ 256,123.00	$ 45,198.00
Signals		34,048.00	28,940.00	5,108.00
Total		$ 335,369.00	$ 285,063.00	$ 50,306.00
	580	67,001.	56,951.00	
	772	268,368	228,112.00	

Group 2 40%
Contract No. 9522
Prefix: 303-1903 Prefix: 303-1041 Prefix: 306-1061
WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-199		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IX-9659(10)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 222,339.00	$ 289,340.00
Federal funds	$ 188,987.00	$ 245,938.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineer costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of December, 19 82.

Oregon State Highway Division
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DEC. 15, 1983

FEDERAL AID PROJECT No. IX-9659(10)

Gladstone NCL - Oatfield Road

Webster Road, FAU 9959

Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 58+60 to Sta. 100+100)

Subtotal of previous estimate of August 12, 1982				$165,895.70

Previous Estimate

Class C Asphalt Concrete	1,350	Ton	25.40	$ 34,290.00
				$ 34,290.00

Revised Estimate

Class C Asphalt Concrete	2,556	Ton	25.40	$ 64,922.40
Class C Asphalt Concrete (P.A.4C)	1,158	Ton	25.00	28,950.00
				$ 93,872.40

Increase	$ 58,952.40
Subtotal	224,848.10
Engineering	30,442.90
Total	$255,292.00

Type Code Y033
Signals

Total the same as previous estimate of August 12, 1982	$ 34,048.00

Length of Roadway	0.784 mi.
Cost of Roadway Per Mile	$325,627.55

Summary of Funds

Description	Total Cost	Federal Funds	County Funds
Roadway	$255,292.00	$216,998.00	$ 38,304.00
Signals	34,048.00	28,940.00	5,108.00
Total	$289,340.00	$245,938.00	$ 43,412.00

Group 2	40%
Contract No.	9522
Prefix:	303-1903
Prefix:	303-1041

RHZ:lks

STATE [illegible]

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clackamas Project No. IX-3659(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gladstone N.C.L.-Oatfield Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-82	0.734
OTHER *(Specify)*		

FUNDS [illegible] RATA 85.[illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 222,339.00	$ 188,[illegible]87.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~BY~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale D. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement; its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 12, 1982

Federal-Aid Project
No. IX-9659(10)

Gladstone N.C.L.-Oatfield Road
Webster Road, FAU 9959
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 58+60 to Sta. 100+00)

Mobilization	40 %	All Required	$ 8,660.80
Temporary Protection and Direction of Traffic	33 %	All Required	1,155.00
Temporary Signs	190 Sq. Ft.	10.00	1,900.00
Temporary Barricades	4 Each	75.00	300.00
Flagmen	250 Hour	20.00	5,000.00
Clearing and Grubbing	40 %	All Required	8,384.00
Removal of Structures and Obstructions	40 %	All Required	1,400.00
General Excavation	3,313 Cu. Yd.	5.80	19,215.40
Trench Excavation	460 Cu. Yd.	11.00	5,060.00
Finishing Roadbed and Slopes	70 %	All Required	1,050.00
Watering	100 M-Gal.	11.00	1,100.00
1"-0 Aggregate Base	5,940 Ton	5.80	34,452.00
Class "C" Asphalt Concrete	1,350 Ton	25.40	34,290.00
12-inch Culvert Pipe	500 Lin. Ft.	13.00	6,500.00
12-inch Sewer Pipe	710 Lin. Ft.	14.00	9,940.00
Concrete Inlets, Type G-1	5 Each	400.00	2,000.00
Concrete Inlets, Type D	2 Each	425.00	850.00
4-inch Drain Pipe	36 Lin. Ft.	13.00	468.00
8-inch Drain Pipe	480 Lin. Ft.	10.00	4,800.00
Filter Fabric	400 Sq. Yd.	2.60	1,040.00
Gravel in Drains	55 Cu. Yd.	13.50	742.50
Concrete Walks	150 Sq. Yd.	11.00	1,650.00
Concrete Curbs	830 Lin. Ft.	3.10	2,573.00
Extra for Asphalt Approaches	24 Each	200.00	4,800.00
Extra for Asphalt Sidewalk Ramps	2 Each	165.00	330.00
Adjusting Manholes	2 Each	325.00	650.00
Reconstructing Concrete Manholes	1 Each	675.00	675.00
Adjusting Inlets	5 Each	180.00	900.00
Adjusting Boxes	3 Each	220.00	660.00
			$ 160,545.70

Anticipated Items

Permanent Signing	50 %	All Required	$ 1,500.00
Permanent Pavement Striping	50 %	All Required	3,100.00
Temporary Erosion Control	50 %	All Required	250.00
Roadside Seeding and Mulching	50 %	All Required	500.00
			$ 5,350.00
		SUBTOTAL	$ 165,895.70
		Engineering	22,395.30
		TOTAL	$ 188,291.00

Type Code Y033
Signal (At Oatfield Road)

Traffic Signal, Installation, Complete	42 %	All Required	$ 28,140.00

Anticipated Items

State Furnished Software	42 %	All Required	$ 420.00
Signal Controller Testing	42 %	All Required	1,018.50
"OPTICOM" Testing	42 %	All Required	420.00
			$ 1,858.50
		SUBTOTAL	$ 29,998.50
		Engineering	4,049.50
		TOTAL	$ 34,048.00

Length of Roadway ---------- 0.784 mi.
Cost of Raodway Per Mile----$240,167.09

Work Retained in Program

Work by City of Gladstone (Sewer)	All Required	$ 500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$188,291.00	$160,047.00	$ 28,244.00
Signal	34,048.00	28,940.00	5,108.00
TOTAL	$222,339.00	$188,987.00	$ 33,352.00

Group 2 40%
Cont. No. 9522
Prefix: 303-1903
Prefix: 303-1041

October 19, 1984

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9522

Gentlemen or Ladies:

On October 4, 1984, we wrote to you concerning release of final payment on Contract No. 9522 awarded to Fabricators, Incorporated for work on the Clackamas Road-Oatfield Road Section of FAU 9659 in Clackamas County.

Final payment on this contract is $13,570.64. The total contract amount is $611,616.26 including $364.57 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Fabricators, Incorporated
2705 Lancaster Drive, NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

rll

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 3/20/85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9659(8) & (10)
COMPLETION DATE (Actual) 7/21/83	ACCEPTANCE DATE BY CONRTACT AGENCY 9/25/84	TIME ELAPSED 105 %	CONTRACT TIME 325 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLACKAMAS ROAD - OATFIELD ROAD
FAU 9659 (WEBSTER ROAD)
Grading, Paving, & Signals

This project provided for the widening of the subject seciton of road and in some instances additional curbs and sidewalk. Also, the entire roadway was overlayed with asphaltic concrete.

The contract allowed 325 days to complete the work. The contractor used 340 days. Fourteen days of liquidated damages were charged.

The final cost of $690,000 exceeded the original authorization of $670,000 by three percent.

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO Fredrickson
FOR

3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 3/25/85	TITLE Field Operations Engineer	DATE 3/26/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE FABRICATORS INC (PICK-UP)	VOUCHER DATE 9-27-84	TOTAL AMOUNT $ 13,570.64

CONTRACT NO. 9522	ESTIMATE NO. 14 F	APPROVED: IV - 9659 (10) IV - 9659 (8) Designated Authority
PERIOD COVERED: TO 7-21-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ____________________ (Name) CERTIFY THAT I AM ____________________ (Capacity)

FOR ____________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

45-786 20/20 Buff
Made in USA

49.61 504

2 1

Construction Cost Construction Cost

Type Code	Desc	P IX-9659 (10)	P IX-9659 (8)	N IX 9659 (10)	N IX 9659 (8)	P Total	P
—	——— (N)			3900.00			
	(M)				1800.00		
Y033	Traffic Signals A		38860.00				
Y033	Traffic Signals B	28140.00					
I000	Roadway C		268,930.36				
I000	Roadway D	272085.90					
	Liquidated Damages	⟨1048.95⟩	⟨1048.95⟩	⟨1.05⟩	⟨1.05⟩		
		299176.95	306741.41	3898.95	1798.95	$ 611,616.26	

Group 1 (8) CLACK. CO Group 2 (10) GLADSTONE

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-70)

COUNTY CLACKAMAS

CONTRACT NO. 9522

ESTIMATE NO. 14

PREFIX NO'S.

HIGHWAY FAU 9659 (WEBSTER RD)

FEDERAL AID PROJECT NO
1X 9659008
1X 9659010

SECTION CLACKAMAS RD-OATFIELD RD

NO	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P MOBILIZATION		LUMP SUM	21652.0000	60.000	12991.20 C	12991.20	
001	2P MOBILIZATION		LUMP SUM	21652.0000	40.000	8660.80 D	8660.80	
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	3500.0000	67.000	2345.00 C	2345.00	
002	2P TEMPORARY PROTECTION AND DIP OF TRAFFIC		LUMP SUM	3500.0000	33.000	1155.00 D	1155.00	
003	1P TEMPORARY SIGNS		SQ FT	10.0000	230.300	2303.00 C	2303.00	
003	2P TEMPORARY SIGNS		SQ FT	10.0000	53.000	530.00 D	530.00	
004	1P TEMPORARY BARRICADES		EACH	75.0000	6.000	450.00 C	450.00	
004	2P TEMPORARY BARRICADES		EACH	75.0000	4.000	300.00 D	300.00	
005	1P FLAGMEN		HOUR	20.0000	1,238.000	24760.00 C	24760.00	
005	2P FLAGMEN		HOUR	20.0000	1.199.000	23980.00 D	23980.00	
006	1P CLEARING AND GRUBBING		LUMP SUM	20960.0000	60.000	12576.00 C	12576.00	
006	2P CLEARING AND GRUBBING		LUMP SUM	20960.0000	40.000	8384.00 D	8384.00	
007	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	3500.0000	60.000	2100.00 C	2100.00	
007	2P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	3500.0000	40.000	1400.00 D	1400.00	
008	1P GENERAL EXCAVATION		CU YD	5.8000	2,545.100	14761.56 C	13580.12	1181.44
008	2P GENERAL EXCAVATION		CU YD	5.8000	2,312.100	13410.18 D	13410.18	
009	1P TRENCH EXCAVATION		CU YD	11.0000	318.600	3504.60 C	3504.60	
009	2P TRENCH EXCAVATION	3002A	CU YD	11.0000	365.090	4015.99 D	4015.99	
010	1P FINISHING ROADBED	AND SLOPES	LUMP SUM	1500.0000	30.000	450.00 C	450.00	
010	2P FINISHING ROADBED	AND SLOPES	LUMP SUM	1500.0000	70.000	1050.00 D	1050.00	
[illegible]	1P WATERING		M-GAL	11.0000	60.600	666.60 C	666.60	
[illegible]	2P WATERING		M-GAL	11.0000	77.900	856.90 D	856.90	
012	1P 1"-0 AGGREGATE BASE		TON	5.8000	3.603.330	20899.31 C	20899.31	
012	2P 1"-0 AGGREGATE BASE		TON	5.8000	4.349.470	25226.93 D	25309.87	82.94-
013	1P CLASS "C" ASPHALT CONC		TON	25.4000	2,290.190	58170.83 C	58132.73	38.10
013	2P CLASS "C" ASPHALT CONC		TON	25.4000	2.556.050	64923.67 D	64923.67	
014	1P 12-INCH CULVERT PIPE		LIN FT	13.0000	57.000	741.00 C	676.00	65.00
014	2P 12-INCH CULVERT PIPE		LIN FT	13.0000	792.000	10296.00 D	10296.00	
015	1P 12-INCH SEWER PIPE		LIN FT	14.0000	667.000	9338.00 C	9422.00	84.00-
015	2P 12-INCH SEWER PIPE		LIN FT	14.0000	733.000	10262.00 D	10178.00	84.00

DATE 09 26 84 PG. 01 9522	TOTAL CONTRACT ITEMS	C. 166,057.12		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	D. 1,19[illegible]		
CHECKED BY	FORCE ACCOUNT			
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1050 (REV. 7-78)

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO	9522
ESTIMATE NO	14
FEDERAL AID PROJECT NO	
PREFIX NO'S	

NO	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
016	1P 24-INCH SEWER PIPE		LIN FT	24.3500	331.000	9383.05	9355.5	[illegible]8.15
017	1P EXTRA FOR PIPE UNDER	PAVEMENT PA 4	LIN FT	10.0000	111.000	1110.00 C	1110.00	
019	1P CONCRETE INLETS TYPE G-1		EACH	400.0000	3.000	1200.00	1200.00	
019	2P CONCRETE INLETS TYPE G-1		EACH	400.0000	11.000	4400.00 D	4400.00	
019	1P CONCRETE INLETS TYPE G-2		EACH	420.0000	2.000	840.00 C	840.00	
020	1P CONCRETE INLETS TYPE G-2M		EACH	400.0000	4.000	1600.00	1600.00	
021	2P CONCRETE INLETS TYPE D		EACH	425.0000	2.000	850.00	850.00	
023	2P 8-INCH DRAIN PIPE		LIN FT	10.0000	480.000	4800.00	4800.00	
024	2P FILTER FABRIC	3002A	SQ YD	2.6000	517.300	1344.98	1345.06	.08-
025	2P GRAVEL IN DRAINS	3002A	CU YD	13.5000	68.970	931.10	931.10	
026	1P CONCRETE WALKS	PA 1	SQ YD	11.0000	508.600	5594.60 C	5594.60	
026	2P CONCRETE WALKS	PA 1	SQ YD	11.0000	149.000	1639.00	1639.00	
027	1P CONCRETE DRIVEWAYS		SQ YD	15.0000	30.000	450.00 C	450.00	
028	1P CONCRETE CURBS		LIN FT	3.1000	901.500	2794.65	2794.65	
029	2P CONCRETE CURBS		LIN FT	3.1000	859.000	2662.90 D	2662.90	
029	1P EXTRA FOR ASPHALT	APPROACHES PA 4	EACH	200.0000	95.000	19000.00 C	18000.00	1000.00
029	2P EXTRA FOR ASPHALT	APPROACHES PA 4	EACH	200.0000	22.000	4400.00 D	4400.00	
	1P EXTRA FOR ASPHALT	SIDEWALK RAMPS	EACH	165.0000	10.000	1650.00 C	1650.00	
	2P EXTRA FOR ASPHALT	SIDEWALK RAMPS	EACH	165.0000	4.000	660.00	660.00	
031	1P ADJUSTING MANHOLES		EACH	325.0000	9.000	2925.00 C	2925.00	
031	2P ADJUSTING MANHOLES		EACH	325.0000	4.000	1300.00	1300.00	
032	2P RECONSTRUCTING CONCRETE	MANHOLES	EACH	675.0000	1.000	675.00	675.00	
033	1P ADJUSTING INLETS		EACH	180.0000	24.000	4320.00 C	4320.00	
033	2P ADJUSTING INLETS		EACH	180.0000	14.000	2520.00	2520.00	
034	1P ADJUSTING BOXES		EACH	220.0000	12.000	2640.00 C	2640.00	
034	2P ADJUSTING BOXES		EACH	220.0000	13.000	2860.00	2420.00	440.00
035	1N FURNISHING AND INSTALLINGMAILBOX POSTS		EACH	100.0000	18.000	1800.00 M	1800.00	
035	2N FURNISHING AND INSTALLINGMAILBOX POSTS		EACH	100.0000	5.000	500.00 N	500.00	
036	1P TRAF SIGNAL INSTALLATION COMPLETE		LUMP SUM	67000.0000	58.000	38860.00 A	38860.00	
036	2P TRAF SIGNAL INSTALLATION COMPLETE		LUMP SUM	67000.0000	42.000	28140.00 B	28140.00	

DATE 09 26 86 NO. 02 9522	TOTAL CONTRACT ITEMS	C 53538.10		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	[illegible]		
CHECKED BY:	FORCE ACCOUNT			
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 7[illegible]-1820 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9522

ESTIMATE NO. 14

FEDERAL AID PROJECT NO.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	PRICE AGREEMENT ITEMS							
3002A	2P 6" PERF PIPE: INCR QUAN	BI 9, 24 & 25	LIN FT	9.3000	60.000	558.00	558.00	
3003A	1P ASPHALT IN TACK		TON	250.0000	7.000	1750.00 C	1750.00	
3004B	1P 1"-0 AGGREGATE	BASE	TONS	6.0000	71.220	427.32	427.32	
3004B	2P 1"-0 AGGREGATE	BASE	TONS	6.0000	23.700	142.20 L	142.20	
3004C	1P CL C ASPH CONCR	MIX	TON	25.0000	1,638.310	40957.75 C	40957.75	
3004C	2P CL C ASPH CONCR	MIX	TON	25.0000	2,616.420	65410.50	65409.75	.75
3004D	1P ASPHALT IN TACK		TON	250.0000	14.025	3506.25 C	3506.25	
3004E	1P CONCRETE INLETS		EACH	425.0000	4.000	1700.00	1700.00	
3004F	1P DRAINAGE CURB		LIN FT	2.5000	251.700	629.25		629.25
3004F	2P DRAINAGE CURB		LIN FT	2.5000	192.300	480.75	1110.00	629.25-
3004G	2N ADJUST MANHOLES		EACH	200.0000	17.000	3400.00 N		3400.00
3004G	2P ADJUST MANHOLES		EACH	200.0000	10.000	2000.00	2000.00	
3004J	1P LIQUIDATED DAMAGES		DAY	150.0000-	14.000	2100.00-	2100.00-	
	FORCE ACCOUNT ITEMS							
801	1P EXCAV FOR WALK					364.57 C	364.57	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

*RETAINAGE TO BE DEPOSITED IN AN INTEREST-BEARING ACCOUNT.

DATE 09 26 84 PG. 03 9522	TOTAL CONTRACT ITEMS	611251.69	605181.05	6070.64
PREVIOUS VOUCHER NO. 23955 C 49,335.14 -	% RETAINED ON CONTRACT ITEMS		7,500.00	7,500.00
CHECKED BY: RMW/CSM	FORCE ACCOUNT	364.57	364.57	
ENGINEER OR AUDITOR G KENNEN	TOTAL PAYMENTS	611,616.26	598,045.62	13,570.64

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITOL BUILDING
SALEM, OR 97310

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9659(9)

VOUCHER PERIOD

FROM 8-18-81

TO 7-31-84

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	$ 8,439.82	$ 8,439.82	85%	$ 7,173.85	$7,173.85	$0.00
823	14,300.00	14,300.00	85%	12,155.00	12,155.00	0.00
	$22,739.82	$22,739.82	85.0%	$19,328.85	$19,328.85	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

OREGON

DATE

8-21-84

SIGNATURE OF AUTHORIZED OFFICIAL

CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	GLADSTONE N.C.L. - S.E. OATFIELD RD. SECTION					
	CLACKAMAS COUNTY					
	TYPE CODE ROWA					
	RIGHT OF WAY					
	RIGHT OF WAY	ALL REQUIRED			$21,330.89	
	ACQUISITION EXPENSE					
	STATE	ALL REQUIRED			1,408.93	
	TOTAL PARTICIPATING COST				$22,739.82	
	TOTAL COSTS				$22,739.82	
	PARTICIPATING COSTS ARE FOR ROWA ACTUALLY INCORPORATED IN THE FINAL PROJECT, AND ALL COSTS HAVE BEEN PREVIOUSLY CERTIFIED BY THE ROWA ENGINEER.					
	ROWA PLANS WERE APPROVED BY FHWA 2-15-1983.					
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-16-84.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              AUGUST 1984        PAGE 1057
                                                                                        FISCAL           GRAND TOTAL
     DESCRIPTION                       PREFIX  FUNCTION SUB F  GP  CURRENT MONTH     YEAR TO DATE          TO DATE

GLADSTONE NCL-OATFIELD RD       CONT NO.   # FA PROJ NOS X10 9659009 100 X1 9659009                                      STATE
                                   303   2534    295    00 N 9  Tr. City                                1,458 12
                                   303   2534    296    00 N 9  " St. 492 21           492 21          22,786 92CP
                                   303   2534    298    00 N 9  " Fed. 492 21CP        492 21CP        19,328 85
                                   303   2534    401    00 P 1  Net Cost Land          582 15CP         2,030 89
                                   303   2534    401    00 P 4                                         14,300 00
                                   303   2534    407    00 P 1  Appraisals, Witness Fees, Etc.              2 10
                                   303   2534    412    00 P 1  Title Costs & Recording Fees               40 18
                                   303   2534    414    00 P 1  Neg. Exp.                                  60 28
                                   303   2534    420    00 P 1  Appr. Rev.                                 24 34
                                   303   2534    902    00 P 1  Fed. Line Coord.                          134 11
                                   303   2534    913    00 P 1  Fed. Liaison                              315 58
                                   303   2534    915    00 P 1  Audit Services                            182 23
                                   303   2534    920    00 P 1  Stan. Sec.                                 70 37
                                   303   2534    930    00 P 1  Law Off. Exp.                             514 24
                                                 TOT       P1                          582 15CP         8,439 82
                                                 TOT       P2                                          14,300 00
                                       ** JOB TOTALS **                    **          582 15CP**      22,739 82  **

SW MADRONA-SW JEAN RD           CONT NO.     FA PROJ NOS X10 9473003 100 X10 9473003                                     STATE
                                   303   2537    295    00 N 9                      6,274 47           15,561 43
                                   303   2537    296    00 N 9     111 177 19CP   301,151 23CP        453,004 86CP
                                   303   2537    297    00 N 9                      6,274 46           15,591 43
                                   303   2537    298    00 N 9     111 177 19     288,602 30          421,852 00
                                   303   2537    401    00 P 1       2,375 00     115,555 00          385,715 00
                                   303   2537    403    00 P 1                      7,500 00            3,500 00
                                   303   2537    404    00 P 1          50 00      11,120 00           34,707 50
                                   303   2537    405    00 P 1         625 00         950 00            2,050 00
                                   303   2537    407    00 P 1         606 16         606 16           25,887 85
                                   303   2537    409    00 P 1                                            300 00
                                   303   2537    412    00 P 1         142 06         285 06            6,773 76
                                   303   2537    413    00 P 1                                            289 36
                                   303   2537    413    00 N 1                                             31 05
                                   303   2537    414    00 P 1         223 10         442 91           18,146 44
                                   303   2537    414    04 P 1                                             63 31
                                   303   2537    415    00 P 1                                            190 41
                                   303   2537    419    00 P 1         129 84         217 03            1,011 73
                                   303   2537    426    00 P 1         535 55         689 79            4,140 83
                                   303   2537    428    00 P 1          41 69          41 69              256 17
                                   303   2537    428    00 N 1          72 41          72 41               73 41
                                   303   2537    470    00 P 1                                          5,510 00
                                   303   2537    713    00 P 1                                            847 00
                                   303   2537    913    00 P 1                                            205 31
                                   303   2537    913    04 P 1                                             73 54
                                   303   2537    915    00 P 1                                             20 64
                                   303   2537    920    00 P 1          34 84          34 84               63 45
                                   303   2537    930    00 P 1         236 73         290 11            8,007 43
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901
BILLING NUMBER 11

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/20/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
203-2535	10	SOS -0300-008 APPR-680	8,997 58	10,207 12	10,207 12	88 15	8,997 58	8,997 58		
203-2536	1	X10 -9718-005 APPR-772	148,750 00	102,318 29	102,316 51	85 00	86,969 03	86,970 01		98CR
203-2539	1	HES -9679-004 APPR-191	77,000 00	63,612 56	63,612 56	90 00	57,251 30	57,251 30		
203-2542	1	X10 -9718-008 APPR-580	513,800 00	847 90	847 90	85 00	720 72	703 92		16 80
203-2543	1	Y1G -9718-005 APPR-177	399,950 00	31,430 97	31,430 97	85 00	26,716 32	24,299 60		2,416 72
224-2522	10	M -1830-003 APPR-432	125,616 46	142,454 59	142,454 59	88 18	125,616 46	125,616 46		
224-2523	1	M -1705-006 APPR-432	925,575 00	1043,686 43	1043,602 26	88 15	919,935 39	919,896 09		39 30
224-2526	10	RS -8590-002 APPR-075	27,700 50	31,424 28	31,424 28	88 15	27,700 50	27,700 50		
224-2536	1	X10 -1830-006 APPR-178	93,500 00	105,394 31	105,394 31	85 00	89,585 16	89,292 43		292 73
224-2539	1	M -1720-003 APPR-432	535,952 00	242,612 69	242,432 51	88 15	213,704 26	192,587 69		21,116 57
229-2511	1	BROS-2900-004 APPR-114	11,200 00	6,467 59	6,467 59	80 00	5,174 07	5,174 07		
230-2513	10	SOS -3000-002 APPR-620	4,186 23	4,880 76	4,880 76	85 77	4,186 23	4,186 23		
234-2527	10	BROS-3400-007 APPR-117	1,305 34	1,631 68	1,631 68	80 00	1,305 34	1,305 34		
234-2529	10	X1 -9282-003 APPR-823	197,542 58	234,406 88	232,403 03	85 00	197,542 58	197,542 58		
	20	X10 -9282-003 APPR-772	131,750 00	155,000 00	155,000 00	85 00	131,750 00	131,750 00		
234-2529		PREFIX TOTALS	329,292 58	389,406 88	387,403 03		329,292 58	329,292 58		
234-2537	1	X10 -9326-009 APPR-772	255,000 00	160,230 89	160,112 24	85 00	136,095 40	136,095 40		
236-2515	10	RRO -0005-037 APPR-685	9,793 87	10,882 74	10,882 08	90 00	9,793 87	9,793 87		
236-2516	10	SOS -3600-001 APPR-680	3,239 63	3,675 13	3,675 13	88 15	3,239 63	3,239 63		
302-2507	10	M -2110-003 APPR-432	139,515 55	311,765 70	170,556 91	81 80	139,515 55	139,515 55		
302-2508	10	M -2120-002 APPR-432	11,928 17	15,727 07	13,527 07	88 18	11,928 17	11,928 17		
303-2528	1	X1 -9665-008 APPR-823	39,947 00	51,829 79	48,510 45	85 00	41,233 88	39,160 70	1,286 88 8	786 30
303-2531	10	X10 -9714-005 APPR-772	21,436 69	25,238 08	25,219 63	85 00	21,436 69	21,436 69		
303-2532	1	X10 -9665-009 APPR-772	55,590 00	77,714 42	67,800 15	85 00	57,630 13	55,590 00	2,040 13 8	
303-2534	10	X10 -9659-009 APPR-772	7,173 85	8,439 82	8,439 82	85 00	7,173 85	7,173 85		
	20	X1 -9659-009 APPR-823	12,155 00	14,300 00	14,300 00	85 00	12,155 00	12,155 00		
303-2534		PREFIX TOTALS	19,328 85	22,739 82	22,739 82		19,328 85	19,328 85		

523

FORM 734-

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION: Clackamas Rd. - Oatfield Rd.	WEEK ENDING: March 10, 1984
		SECTION PREFIX: 303-1041
	HIGHWAY: FAU 9659 (Webster Rd.)	COUNTY: Clackamas
	KIND OF WORK: Grading, Paving, and Signals	FEDERAL AID PROJECT NUMBER: IX-9659(8) & (10)
CONTRACTOR: Fabricators, Inc.	CONTRACT NUMBER: 9522	ESTIMATED COMPLETION DATE
DATE OF CONTRACT: 8-18-82	DATE WORK STARTED: 8-30-82	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 325	CALENDAR DAYS USED 340
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 105
PROJECT AUTHORIZATION: $ 669,718.93		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
EXCLUSIVE OF ENGINEERING: $ 609,718.93	ENGINEERING AUTHORIZATION $ 60,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 614,818.04	ENGINEERING COST TO DATE $ 74,135.58	DATE PROJECT WAS COMPLETED: 7-21-83
ESTIMATED PERCENT overrun 1 %	PERCENT OF AUTHORIZATION 124 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	Gen. Exc.	Agg. Base	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,580 CY	15,600 T			4,550 T
TOTAL QUANTITIES CORRECTED TO DATE	4,654 CY	7,807 T			8,600 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,654 CY	7,807 T			8,600 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity March 4 thru March 10, 1984
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Summary: No activity. Project complete.

ANTICIPATED: Semi-final submitted. Final Report.

SIGNED Gary Kennen LOCATION Portland
Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

For File STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-147-198		County Clackmas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IX-9659(8)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 326,474.00	$ 385,498.00
Federal funds	$ 277,502.00	$ 327,673.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of December, 1983.

Oregon State Highway Division
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

By For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DEC. 15, 1983

FEDERAL AID PROJECT No. IX-9659(8)

Clackamas Road-Gladstone NCL

Webster Road in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 5+00 to Sta. 15+00) (Sta. 20+00 to Sta. 58+60)

Subtotal of previous of August 12, 1982 $246,215.80

Additional Items

Class C Asphalt Concrete (P.A.4C)	2,360	Ton	25.00	$ 59,000.00
		Increase		$ 59,000.00
		Subtotal		305,215.80
		Engineering		33,239.20
				$338,479.00

Type Code Y033
Traffic Signal

Total the same as previous estimate of August 12, 1982 $ 47,019.00

Length of Roadway	0.921
Cost of Roadway Per Mile	$367,512.48

Summary of Funds

Description	Total Cost	Federal Funds	County Funds
Roadway	$338,479.00	$287,707.00	$ 50,772.00
Signal	47,019.00	39,966.00	7,053.00
Total	$385,498.00	$327,673.00	$ 57,825.00

Group 1	60%
Contract No.	9522
Prefix:	303-1903
Prefix:	303-1041

RHZ:lks

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-43	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clackamas Project No. (C) IX-9659(30)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein; the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Clackamas Road - Gladstone N.C.L.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-82	0.921
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 326,474.00	$ 277,502.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP 1 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 12, 1982

Federal-Aid Project
No. IX-9659(8)

Clackamas Road-Gladstone N.C.L.
Webster Road, FAU 9959
Clackamas County

Project Agreement Estimate

Type Code 1000
Roadway (Sta. 5+00 to Sta. 15+00)(Sta. 20+00 to Sta. 58+60)

Mobilization	60 %	All Required	$ 12,991.20
Temporary Protection and Direction of Traffic	67 %	All Required	2,345.00
Temporary Signs	380 Sq. Ft.	10.00	3,800.00
Temporary Barricades	6 Each	75.00	450.00
Flagmen	450 Hour	20.00	9,000.00
Clearing and Grubbing	60 %	All Required	12,576.00
Removal of Structures and Obstructions	60 %	All Required	2,100.00
General Excavation	2,267 Cu. Yd.	5.80	13,148.60
Trench Excavation	330 Cu. Yd.	11.00	3,630.00
Finishing Roadbed and Slopes	30 %	All Required	450.00
Watering	210 M-Gal.	11.00	2,310.00
1"-0 Aggregate Base	9,660 Ton	5.80	56,028.00
Class "C" Asphalt Concrete	3,200 Ton	25.40	81,280.00
12-inch Sewer Pipe	580 Lin. Ft.	14.00	8,120.00
24-inch Sewer Pipe	320 Lin. Ft.	28.35	9,072.00
Extra for Pipe Under Pavement	50 Lin. Ft.	10.00	500.00
Concrete Inlets, Type G-2	5 Each	420.00	2,100.00
Concrete Inlets, Type G-2M	4 Each	400.00	1,600.00
Concrete Walks	350 Sq. Yd.	11.00	3,850.00
Concrete Driveways	20 Sq. Yd.	16.00	320.00
Concrete Curbs	1,050 Lin. Ft.	3.10	3,255.00
Extra for Asphalt Approaches	36 Each	200.00	7,200.00
Extra for Asphalt Sidewalk Ramps	6 Each	165.00	990.00
Adjusting Manholes	6 Each	325.00	1,950.00
Adjusting Inlets	10 Each	180.00	1,800.00
			$ 240,865.80

Anticipated Items

Permanent Signing	50%	All Required	$ 1,500.00
Permanent Pavement	50%	All Required	3,100.00
Temporary Erosion Control	50%	All Required	250.00
Roadside Seeding and Mulching	50%	All Required	500.00
			$ 5,350.00
		Subtotal	$246,215.80
		Engineering	33,239.20
		Total	$279,455.00

Type Code Y033
Traffic Signal (At Clackamas Road)

Traffic Signal Installation, Complete	58%	All Required	$ 580.00
Signal Controller Testing	58%	All Required	1,406.50
"OPTICOM" Testing	58%	All Required	580.00
			$ 2,566.50
		Subtotal	$ 41,426.50
		Engineering	5,592.50
		Total	$ 47,019.00

Length of Roadway -------------- 0.921 mi.
Cost of Roadway Per Mile ------ $303,425.62

SUMMARY OF FUNDS 85%

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 279,455.00	$ 237,536.00	$ 41,919.00
Signal	47,019.00	39,966.00	7,053.00
Total	$ 326,474.00	$ 277,502.00	$ 48,972.00

Group 1	60%
Contract No.	9522
Prefix:	303-1903
Prefix:	303-1041

9522

(ORIGINAL)

403-100-2
2003-100.T

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-11-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR. TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(Name of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9/25/79
TO 9/14/83

FEDERAL AID PROJECT NO.
IX-M-4659(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRORATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$29,588.24 828.51	$29,588.24 813.98	85% 85%	$25,150.00 691.88	$25,150.00 691.88	$0.00 0.00
$30,416.75	$30,402.22	85%	$25,841.88	$25,841.88	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreement, applicable State and Federal laws or regulations and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
10/11/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(Rev. 5-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Webster Rd. at Clackamas Hwy. & Thiessan Rd. Section County Road in Clackamas County					
	Construction					
	Type Code Y0311					
	Traffic Signal	All Required			$29,337.55	
SF00	#1 Installation of illuminated lane signs (Clackamas County)					
	Construction Engineering	All Required			$ 250.69	
	Work by Clackamas County	All Required			496.24	
SF00	#2 Monitor work by Clackamas County	All Required			60.55	
	State				$ 807.48	
	Total Participating Construction Eng.					
	Misc. Project Cost	All Required			$ 257.19	
	Audit Expense				$30,402.22	
	Total Participating Project Cost					
	Nonparticipating Project Cost				14.53	
SF00	#2 Monitor work by Clackamas County (State)	All Required			$30,416.75	
	Total Project Cost					
	Prepared based on Particpating Costs as shown on Federal Billing as of 11/3/83.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  NOVEMBER 1983          PAGE  167

                                                                              FISCAL          GRAND TOTAL     ACTIVE  PD
     DESCRIPTION              PREFIX  FUNCTION SUB F  OP  CURRENT MONTH    YEAR TO DATE        TO DATE       BEG     END
                               203     1015    260   05 P 1                                    1,068.81     81      83
                               203     1015    270   01 P 1                                      412.60
                               203     1015    270   04 P 1                                   85,558.62
                               203     1015    284   03 P 1                                    5,645.45
                               203     1015    290   06 P 1                                      326.34CR
                               203     1015    296   00 N 6                                  163,365.12CR
                               203     1015    297   00 N 6                                    7,000.00
                               203     1015    298   00 N 6                                  156,365.73
                               203     1015    900   00 P 1                                    1,600.93
                               203     1015    900   00 P 2                                   11,462.61
                               203     1015    900   00 N 1                                        1.39
                               203     1015    900   00 N 2                                        1.36
                               203     1015    915   05 P 1                                      425.15     82
                               203     1015    915   05 P 2                                      140.00
                               203     1015    915   00 P 1                                      101.27
                               203     1015    920   00 P 2                                      201.19
                               203     1015    920   00 P 1                                       42.38
                               203     1015    940   00 P 2                                       64.21
                               203     1015    940   00 P 1                                       46.42
                               203     1015    941   00 P 2                                       21.22
                               203     1015    941   00 P 1                                       51.57
                               203     1015    944   00 P 2                                      134.00
                               203     1015    944   00 P 1                                       25.31
                               203     1015    945   00 P 2                                       65.44
                               203     1015    946   00 P 1                                       66.10
                               203     1015    948   00 P 2                                       85.65
                               203     1015    948   00 P 1                                       [illegible]
                               203     1015    960   00 N 1                                        4.71
                               203     1015    960   00 N 2                                        4.55
                                               101   P1                                       97,559.93
                                               101   P2                                       76,172.09
                                               101   N1                                            6.54
                                               101   N2                                           42.90
                                        ** JOB TOTALS **                **               **  173,855.46  **

                                                                                                           STATE
WEBSTER RD & CLARK HWY    CONT NO       * FA PROJ NOS -1  9659006 100
                               203     1017    296   00 N 5   491.88CR     491.88CR          691.88CR
                               203     1017    298   00 N 5   491.88       491.88            691.88
                               203     1017    900   00 P                                     [illegible]
                               203     1017    900   02 P                                     436.24
                               203     1017    900   02 N                                      14.[illegible]
                               203     1017    915   00 P                     227.59            [illegible]
                               203     1017    948   00 P                     227.59            [illegible]
                                               101   P1
                                               101   N1
                                        ** JOB TOTALS **                **     227.59   **       [illegible]  **

SE HARH ROBINTER WAY      CONT NO [illegible] * FA PROJ NOS [illegible] [illegible] 100
                               203     1031    201   [illegible] P 1
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                                                                                NOVEMBER 1983          PAGE  290
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                   FISCAL              GRAND TOTAL     ACTIVE YRS
                                                                                YEAR TO DATE            TO DATE        BEG    END
   DESCRIPTION                PREFIX  FUNCTION SUB F  GP  CURRENT MONTH
                               336     1088     220   01 P 1    357.96             357.96          62,702.75      [illegible]
                               336     1088     270   02 P 1                       662.65CP         4,520.11      [illegible]
                               336     1088     296   00 N 9    174.67CP        15,786.04CP        61,153.64CP    [illegible]
                               336     1088     298   00 N 9    174.67          15,786.04          61,153.64      [illegible]
                               336     1088     800   00 P 1                                          158.76      [illegible]
                               336     1088     915   00 P 1                       256.50             256.50      [illegible]
                               336     1088     920   00 P 1                                           35.71      83     83
                               336     1089     948   00 P 1                         8.14              22.62      83     83
                                                TOT      P1     357.96           6,194.43          68,206.45
                                        ** JOB TOTALS **        357.96  **       6,194.43  **      68,206.45  **
                                                                                                                STATE
 T XING-E 14TH(MCMINN)     CONT NO        FA PROJ NOS RRP 000S034 100                               6,642.04CP     [illegible]
                               336     1089     205   00 P 1                     6,713.01           6,642.04       [illegible]
                               336     1089     205   01 P 1                       729.15CP        66,730.99       [illegible]
                               336     1089     220   01 P 1                                          657.59       [illegible]
                               336     1089     270   02 P 1                                           55.76CP     [illegible]
                               336     1089     294   02 N 1                                       61,522.03CP     [illegible]
                               336     1089     296   00 N 9  6,603.13CR        60,223.80CP        61,522.03       [illegible]
                               336     1089     268   00 N 9  6,603.13          60,223.80             839.78       [illegible]
                               336     1089     900   00 P 1     64.93             514.24             514.24       [illegible]
                               336     1089     915   00 P 1                                           37.26       [illegible]
                               336     1089     920   00 P 1                        16.28              32.20       83     83
                               336     1089     948   00 P 1      8.14           6,504.28          68,472.06
                                                TOT      P1      73.07                                 55.76CP
                                                TOT      N1
                                        ** JOB TOTALS **         73.07  **       6,504.38  **      68,376.30  **
                                                                                                                STATE
 CLACK CNTY PMS#4PMS0005(65)   CONT NO      FA PROJ NOS PMS 0005065 100                            26,947.78CP     30     31
                               403     1021     598   00 N 9                                       26,947.78       30     31
                               403     1021     903   01 P 1                                       26,947.78
                                                TOT      P1                                        26,947.78CP
                                                TOT      N9
                                        ** JOB TOTALS **                **                 **                 **
                                                                                                                STATE
 WEBSTER RD-CLACKAMS HWY0THIES CONT NO    * FA PROJ NOS M  9659006 100                             25,150.00CP     30     83
                               403     1022     598   00 N 9                                       25,150.00       81     81
                               403     1022     903   01 P 1                        82.53CP                        83
                               403     1022     916   00 P 1                        82.53CP        25,150.00
                                                TOT      P1                                        25,150.00CP
                                                TOT      N9
                                        ** JOB TOTALS **                **          82.53CP**                 **
                                                                                                                STATE
 HARMONY RD&INTERNATIONAL WY    CONT NO      FA PROJ NOS M10 9702004 100                              [illegible]     81
                               403     1026     598   00 N 9                                          [illegible]     81
                               403     1026     903   00 P 1
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OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

802 823 BILLING NUMBER 23

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-2578 1# XI	-9326-007	69,819.61	82,140.72	82,140.72	85.00	69,819.61	69,819.61		
026-1913 1# XI	-9565-006	198,369.87	234,386.88	231,281.18	85.77	198,369.87	198,369.87		
>003-1902 1 XI	-9565-007	42,500.00	48,774.27	48,037.54	85.00	40,831.91	38,221.10		2,610.81
026-2563 1# XI	-9565-009	72,507.19	90,773.18	85,302.58	85.00	72,507.19	72,507.19		
>026-1012 1 XI	-9565-012	3490,612.00	3965,139.64	3900,805.14	85.00	3315,684.37	3304,830.40		10,853.97
303-1910 1 XI	-9647-002	1,700.00	12,846.08	12,846.08	85.00	10,919.17	1,700.00	9,219.17 8	
203-1914 1 XI	-9653-005	170,000.00	37,603.62	37,502.89	85.00	31,877.46	30,281.01		1,596.45
203-1912 1 XI	-9659-002	4,250.00	3,236.00	3,189.58	85.00	2,711.14	2,711.14		
>303-1903 1# XI	-9659-003	7,101.38	8,514.69	8,354.56	85.00	7,101.38	7,101.38		
303-1907 1 XI	-9659-004		13.40		85.00				
>303-1913 1# XI	-9659-005	6,730.21	7,949.13	7,917.89	85.00	6,730.21	6,730.21		
>403-1915 1# XI	-9659-005	1,195.00	1,195.00	1,195.00	100.00	1,195.00	1,195.00		
PROJ TOTALS		7,925.21	9,144.13	9,112.89		7,925.21	7,925.21		
203-1017 1# XI	-9659-006	704.23	828.51	813.98	85.00	691.88	691.88		
>403-1022 1# XI	-9659-006	25,150.00	25,150.00	25,150.00	100.00	25,150.00	25,150.00		
PROJ TOTALS		25,854.23	25,978.51	25,963.98		25,841.88	25,841.88		
>203-2533 2 XI	-9659-007	7,820.00			85.00				
>303-2534 2 XI	-9659-009	12,155.00	14,300.00	14,300.00	85.00	12,155.00	12,155.00		
303-1901 1# XI	-9665-003	92.22	108.49	108.49	85.00	92.22	92.22		
203-1901 1# XI	-9665-004	21,324.90	25,102.66	25,088.12	85.00	21,324.90	21,324.90		
>403-1913 1# XI	-9665-004	1,200.76	1,200.76	1,200.76	100.00	1,200.76	1,200.76		
PROJ TOTALS		22,525.66	26,303.42	26,288.88		22,525.66	22,525.66		
203-1910 1# XI	-9665-005	21,653.04	25,474.17	25,474.17	85.00	21,653.04	21,653.04		
>303-1031 2 XI	-9665-006	12,136.00	12,012.48	12,007.52	85.00	10,206.39	10,206.39		
>203-1911 1 XI	-9665-006	5,000.00	3,340.39	3,340.39	85.00	2,839.33	2,839.33		
>403-1912 1 XI	-9665-006	950.00	222.65	222.65	100.00	222.65	222.65		
PROJ TOTALS		18,086.00	15,575.52	15,570.56		13,268.37	13,268.37		
>403-1914 1 XI	-9665-007	450.00	315.15	315.15	100.00	315.15	315.15		

August 23, 1983 PRO

Winston W. Kurth, Deputy Director
Department of Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Dear Winston:

The Federal Highway Administration has approved the addition of a pavement overlay of existing roadway on the Clackamas Road-Oatfield Road Section of Webster Road. The work will be performed by Price Agreement under Contract 9522.

The County share of the overlay work is now due and is computed as follows:

Total Estimated Cost	$ 130,500
Construction Engineering	16,000
Total	$ 146,500
Less Federal Funds	(124,525)
LOCAL MATCH	$ 21,975
County Share: 54% of $21,975 = (Rounded)	$ 11,865

Please increase the County's deposit in the Local Government Investment Pool by $11,865.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:bkb
bcc w/AD #83-71: Jon Rose, Metro Region
V.E. Skoog - Please return completed AD #83-71 when deposit is made.

9522

August 23, 1983 PRO

Al Kolb
Director of Public Works
City of Gladstone
525 Portland Avenue
Gladstone, OR 97027

Dear Mr. Kolb:

The Federal Highway Administration has approved the addition of a pavement overlay of existing roadway on the Clackamas Road-Oatfield Section of Webster Road. The work will be performed by Price Agreement under Contract 9522.

The City share of the overlay work is now due and is computed as follows:

Total Estimated Cost	$ 130,500
Construction Engineering	16,000
Total	$ 146,500
Less Federal Funds	(124,525)
LOCAL MATCH	$ 21,975
City Share: 46% of $21,975 = (Rounded)	$ 10,110

Please increase the City's deposit in the Local Government Investment Pool by $10,110.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:bkb
bcc: w/AD #83-72: Jon Rose, Metro Region
V.E. Skoog - Please return completed AD #83-72 when deposit is made.

CL 83-137

FILED
AUG 12 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 11, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9522

Patrick J. Furrer
Attorneys & Counselors at Law
P.O. Box 23414
9185 SW Burnham Street
Tigard, OR 97223

Attention: Marcia L. Jory

Gentlemen or Ladies:

This will acknowledge your letter of July 18, 1983, with attached Notice of Claim from Power Rents, Inc., concerning the following Highway Division contract:

FILED BY:	Power Rents, Inc.
AMOUNT:	$2,095.73 plus interest
FOR:	Equipment rented
AGAINST (Prime contractor)	Fabricators, Incorporated
SUBCONTRACTOR:	Herc, Inc.
CONTRACT NO.:	9522
PROJECT:	Clackamas Road-Oatfield Road Section, Webster Road, Clackamas County.
SURETY:	Industrial Indemnity Co.
AGENT:	Rollins Burdick Hunter of Ore., Inc.

8-22-83 BH

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Fabricators, Inc.
2705 Lancaster Dr., NE
Salem, OR 97305

Industrial Indemnity Co.
421 SW 6th
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LAW OFFICES OF
PATRICK J. FURRER
ATTORNEYS & COUNSELORS AT LAW
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Charles A. West
Marcia L. Jory

Law Clerk
Michael J. Scott

Area Code 503
Telephone 620-4540

July 18, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUEST

State of Oregon Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen, Manager
Commission Services

Re: Project: Clackamas Road/Oatfield Road Section of FAU 9659 (Webster Rd.) Highway in Clackamas County

Claimant: Power Rents, Inc.
Contractor: Fabricators, Incorporated

Dear Mr. Gormsen:

Enclosed please find a copy of the Notice of Claim to be filed against the bond posted for the above referenced public job.

Very truly yours

Marcia L Jory

Marcia L. Jory

MLJ:tg
Encl.

cc: Power Rents, Inc.

RECEIVED
[illegible]

CERTIFIED
P 364 419 937
MAIL

NOTICE OF CLAIM

TO: State of Oregon Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310
Attn: Robert Gormsen, Manager
Commission Services

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, Oregon 97305

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, Oregon 97204

NOTICE OF CLAIM

Project:	Clackamas Road/Oatfield Road Section of FAU 9659 (Webster Rd.) Highway in Clackamas County
Contract No.:	9522
Prime Contractor:	Fabricators, Incorporated
Subcontractor:	Herc, Inc.
Surety:	Industrial Indemnity Bond No. YS 849-5261
Claimant:	Power Rental Co. dba Power Rents, Inc.

NOTICE IS HEREBY GIVEN that the undersigned, Power Rental Co. dba Power Rents, Inc. ("Power Rents"), an Oregon corporation, has a claim for certain equipment rented and provided for the construction of the project described below to Herc, Inc., which claim is in the sum of $2,095.73, together with lawful interest thereon, against the bond taken from Fabricators, Incorporated, the general contractor, and furnished by Industrial Indemnity, Bond No. YS 849-5261, for work on the Clackamas Road/Oatfield Road Section of FAU 9659 (Webster Rd.) Highway in Clackamas County project, Contract No. 9522.

Said equipment was furnished by Power Rents to Herc, Inc., a subcontractor, and was used in the construction of the above public works project. Said project has not yet been finally accepted by the public body. Claimant's performance was complete on November 13, 1982.

RECEIVED
JUN 2 - [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Demand is hereby made for payment of the above stated indebtedness in the sum of $2,095.73, together with lawful interest. You and each of you are hereby notified that, unless the amount due and owing is forthwith paid, suit will be instituted upon the bond.

Dated this 18th day of July, 1983.

POWER RENTAL CO.
dba POWER RENTS, INC.

Irwin Schimmel, President
Claimant

RECEIVED
[illegible]
DEPARTMENT OF TRANSPORTATION

9522

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: August 3, 1983

TO: Oregon Transportation Commission

AGENDA
AUG 16 1983

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Clackamas Road-Oatfield Road Section
FAU 9659 (Webster Road), Clackamas County
Contract No. 9522

This Interstate Transfer paving project is nearing completion and it is apparent that the final cost will exceed the project authorization by $117,500 or 21.3 percent.

Clackamas County requested by letter dated May 24 that Webster Road be overlayed to correct a deteriorated pavement problem. This work was included in preliminary engineering for the project, but was deleted prior to bidding due to funding problems. Clackamas County and the city of Gladstone have subsequently come up with matching funds to complete the project. This increased paving and related work added $130,500 to the cost of the project, and additional construction engineering due to the increased work is expected to add another $16,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $117,500 to a new total of $669,718.93. This matter will be on the consent calendar for the August meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

r11 7-22

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9659(8) & (10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90183 & 90050

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/2/83

8. FEDERAL ROUTE NUMBER FAU 9659

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION: Clackamas Road - Oatfield Road Section

11. GENERAL DESCRIPTION OF WORK: Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

Contingent upon modification to Project Agreement if additional funds are required by Mr. Potter's letter of 7/25/83 as follows:

> "Add to the character of proposed construction work - high type pavement overlay of existing roadway"

(It should be noted that work will be performed by Price Agreement under contract 9522 with 54% to Project IX-9659(8) and 46% to IX-9659(10).

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO
Potter
FOR
Info | Inve | R/D | D/R | Sig | Act

Orig to

14. DATE 8/2/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON INTEROFFICE MEMO
Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: July 29, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Clackamas Road-Oatfield Road Section
FAU 9659 (Webster Road), Clackamas County
Contract No. 9522

NOTED
H.S.COULTER

This Interstate Transfer paving project is nearing completion and it is apparent that the final cost will exceed the project authorization by $117,500.00 or 21.3 percent.

Clackamas County requested by letter dated May 24 that Webster Road be overlayed to correct a deteriorated pavement problem. This work was included in preliminary engineering for the project, but was deleted prior to bidding due to funding problems. Clackamas County and the City of Gladstone have subsequently come up with matching funds to complete the project. This increased paving and related work added $130,500 to the cost of the project, and additional construction engineering due to the increased work is expected to add another $16,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $117,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
G. G. Kennen
R. D. Church
D. E. Swan

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 25, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Contract No. 9522
Project Nos. IX-9659(8) & (10)

I request approval and authorization of a program change to enlarge the scope of work under Contract 9522 requiring modifications as indicated below:

1) Project IX-9659(8)

   a) Project Data: Change 2) to read "high-type pavement overlay of existing roadway".

2) Project IX-9659(10)

   a) Project Data: Add "High-type pavement overlay of existing roadway".

The contractor has agreed to perform the additional work at an estimated additional cost of $130,514 requiring Federal funds of $110,936. On a mileage split this will be charged 54% to Project No. IX-9659(8) and 46% to Project No. IX-9659(10).

Attached is one copy each of the "Work or Change Order Supporting Data" and "Price Agreement" as supporting basis for this request.

JLG:pf
Attachments
cc: Ed Hardt, Metro Region
Robin Brooks, Metro Region
Jon Rose, Metro Region
Herm Mitzel, Construction
Gary Zehner, w/attach.
General Files

8-1-83
Get advance deposit when FHWA approved.
E

G

Form 734-3122

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Clackamas Road -- Oatfield Road				CONTRACT NO. 9522
HIGHWAY FAU 9659 (Webster Road)		COUNTY Clackamas		PREFIX 303-1041
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $ 130,514.00	PROJECT AUTHORIZATION $ 552,218.93	EST. PROJECT COST WITH ORDER $ 682,732.93	OVERRUN 24 %	F.A. PROJECT NO. 1X-9659(8) & (10)
ESTIMATED STARTING DATE* OR	DATE WORK WAS STARTED*	WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO		TO ACCOMPANY (ORDER TYPE AND NUMBER) PA #4

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN): Gary Kennen — DATE: 7-21-83 — FOR: ☐ REVIEW ☒ APPROVAL

Gary Kennen

SUBMITTED TO CONSTRUCTION BY REGION (SIGN): — DATE: — FOR: ☐ REVIEW ☐ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Marion Craft BY Gary Kennen DATE 6-6-83
Bernie Straight BY Gary Kennen DATE 7-19-83
Bryant Jackmond BY Gary Kennen DATE 7-19-83
Gary Zehner BY Jon Rose DATE 7-21-83

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

BY DATE
BY DATE
BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—

BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM—

Tom Lowe
Cliff Christianson BY Gary Kennen, Jon Rose DATE 7-15-83

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☒ NOT APPROPRIATE
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section)

Dave Parker BY Gary Kennen DATE 7-20-83

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section)

Dave Parker BY Gary Kennen DATE 7-20-83

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs, Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

Clackamas County requested, by letter dated May 24, that Webster Road be overlayed to correct a deteriorated pavement problem.

Comparing these prices with a preliminary estimate prepared by this office, (assuming a new Contract) we show a saving of $26,000. If the Price Agreement is compared against contract unit prices we show a savings of $3664.

This work was unanticipated under the original Contract. Clackamas County and the City of Gladstone are providing match funds. These agencies have not, at this date, signed the Price Agreement.

☐ CONTINUED ON ADDITIONAL SHEET(S)

*EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV. 10-82)

Submit Original to Construction Section

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING [illegible] ALTERATIONS, EXTRA WORK OR CLAIMS FOR [illegible]RA COMPENSATION

PROJECT NAME (SECTION) Clackamas Rd.-Oatfield Rd.	CONTRACT NO. 9522
HIGHWAY FAU 9659 (Webster Rd.) — COUNTY Clackamas	PREFIX 303-1041
CONTRACTOR'S NAME AND ADDRESS Fabricators, Inc. 2705 Lancaster Dr., N.E. Salem, Oregon 97303	F. A. PROJECT NO. IX-9659(8) & (10) PRICE AGREEMENT NO. 4

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Place a nominal 2-inch asphaltic overlay on Webster Road. Excavate deteriorated roadbed sections, install inlets, and adjust miscellaneous structures as shown on attached plans.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
	See attached Bid Schedule				

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 130,514.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Delete Section 407.91 of the Special Provisions for work performed under this Price Agreement. Drainage curb shall be constructed in accordance with Section 613 of the Standard Specifications. Completion date for work under this P.A. will be September 23, 1983. Failure to complete work within this time will be subject to Liquidated Damages of $150 per Calendar Day.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Fabricator's Inc. 7/20/83
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER: Gary Kerman DATE 7-21-83

APPROVAL RECOMMENDED [redacted] BY REGION DATE 7-21-83

NOTED OR APPROVED BY CONSTRUCTION DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734-1169 (REV. 1-83)

BID SCHEDULE

Contract 9522
Clackamas Rd. - Oatfield Rd.

	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
3004A	General Excavation	Cu. Yd.	250	$ 6.00	$ 1,500.00
3004B	Trench Excavation	Cu. Yd.	39	11.00	429.00
3004C	1"-0 Aggregate Base	Ton	350	6.00	2,100.00
3004D	Class "C" Asphalt Concrete Mixture	Ton	3,860	25.00	96,500.00
3004E	Asphalt in Tack Coat	Ton	5	250.00	1,250.00
3004F	12-inch Sewer Pipe	Lin. Ft.	120	14.00	1,680.00
3004G	Extra for Pipe Under Pavement	Lin. Ft.	110	10.00	1,100.00
3004H	Concrete Inlets, Type G-1	Each	4	400.00	1,600.00
3004I	Concrete Inlets, Type G-2	Each	3	425.00	1,275.00
3004J	Drainage Curb	Lin. Ft.	200	2.50	500.00
3004K	Extra for Asphalt Approaches	Each	56	200.00	11,200.00
3004L	Adjusting Manholes	Each	29	200.00	5,800.00
3004M	Adjusting Inlets	Each	21	180.00	3,780.00
3004N	Flagging	Hour	90	20.00	1,800.00
		Total Amount =			$130,514.00

[illegible] [illegible] CE PPM CE
[illegible] MC
US 5-25-83 PDM
CSA Metro Region TAM
SO PA EM BUD LM

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________
FOR ________________

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

~~May 24, 1983~~

Jon Rose
Federal Aid Specialist
Oregon State Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Reference is made to our conversation regarding the paving problems on the Webster Road project.

When Al Kolb, City of Gladstone, Wayne Schulte, Asst. Resident Engineer, and I met to review a number of items on the Webster Road project to determine which ones needed correction, we also determined that an overlay was needed where the edges of the shoulder paving was badly raveling along the existing surface to prevent further deterioration. We understand that the paving overlay estimate would probably exceed 15% of the project and would require placing the overlay out for bid.

The City of Gladstone and Clackamas County concur on the needed overlay and request that you proceed and expedite the project to a contract.

If you have any questions, please do not hesitate to call.

Bernard L Straight

Bernard L. Straight, Traffic Engineer
Policy & Project Development Division

/tlo

cc: Wayne Schulte
Al Kolb

2/4

[illegible] The overlay [illegible]
[illegible] work to be done [illegible]
[illegible] field work is [illegible]
[illegible] adequate [illegible] will get [illegible]

From Metro JON ROSE Date 5-25-8
To BUZ SWAN –
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: The County wishes to expand the subject project (1X-9659(?)), Contrac 9522, with an overlay estimated to cost $90,000. This amount is too large to consider for a price agreem so a new contract is indicated. Most o the P.E has been done as part of the nearly completed project. Please advise what is needed to advance this work.
Jon Rose

303-1913

03-1915

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE VOUCHER NO.
		FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 6/15/79

TO 6/29/82

FEDERAL AID PROJECT NO.

IX-9659(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	$ 1,405.88	$ 1,405.88	85%	$ 1,195.00	$ 1,195.00	$ 0.00
580	2,784.64	2,784.64	85%	2,366.94	2,366.94	0.00
823	7,930.86	7,917.89	85%	6,730.21	6,730.21	0.00
772	11,084.80	11,084.80	85%	9,422.08	9,422.08	0.00
580	15,014.10	15,014.10	85%	12,761.99	12,761.99	0.00
	$38,220.28	$38,207.31	85%	$32,476.22	$32,476.22	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4/1/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Clackamas Hwy.-Gladstone NCL Section County Road in Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$33,868.30	
	Clackamas Co.	All Required			4,190.52	
	Total Participating Preliminary Engineering				$38,058.82	
	Misc. Project Cost					
	Audit Expense	All Required			148.49	
	Total Participating Project Cost				$38,207.31	
	Nonparticipating Project Cost					
	P.E. (State)	All Required			12.97	
	Total Project Cost				$38,220.28	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/31/83.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              MARCH 1983        PAGE  788

                                                                         FISCAL          GRAND TOTAL
                          PREFIX  FUNCTION SUB F  GR  CURRENT MONTH    YEAR TO DATE        TO DATE
     DESCRIPTION                                                                          10,034 05
                      303   1912     298      00 N 9                                      11,182 06
                      303   1912     901      00 P 1                                         196 52
                      303   1912     910      00 P 1                                         352 82
                      303   1912     913      00 P 1                                           3 69
                      303   1912     914      00 P 1                                          16 76
                      303   1912     918      00 P 1                                          13 40
                      303   1912     920      00 P 1                                          39 51
                      303   1912     923      00 P 1                                         107 52
                      303   1912     960      00 N 1                                      11,804 76
                                     TOT      P1                                             107 52
                                     TOT      N1                                          11,912 28  **
                                 ** JOB TOTALS **            **               **

                                                                                                     STATE
  CLACK HWY-GLADSTONE NCL   CONT NO     FA PROJ NOS X1  9659005 100 X10 9659005   X10 9659005
                                                                      10,035 61CR      34,340 61CR
                      303   1913     296      00 N 9 Tr. St.    52 20CR   5,162 11        5,162 11
                      303   1913     297      00 N 9    Co.      7 83     4,873 50       29,178 50
                      303   1913     298      00 N 9  T.I.C.    44 37        76 54          887 14
                      303   1913     901      00 P 1 Fin Mgr             15,000 00CR      2,684 80
                      303   1913     901      00 P 2   "   "             15,007 20       15,014 10
                      303   1913     901      00 P 3   "   "                102 50           47 57CR
                      303   1913     905      00 P 1 Fin. Des.  38 26CR                   4,900 00
                      303   1913     905      00 P 2   "                                    396 77
                      303   1913     909      00 P 1 [illegible]                          1,500 00
                      303   1913     909      00 P 2                                        444 55
                      303   1913     910      00 P 1 Region Eqt.                             12 97
                      303   1913     910      00 N 1                                      2,413 16
                      303   1913     911      00 P 1 Tr. Sec.                             2,000 00
                      303   1913     911      00 P 2   "   "                                654 20
                      303   1913     913      00 P 1 [illegible]                            556 64
                      303   1913     914      00 P 1 [illegible] 83 28CR    148 49          148 49
                      303   1913     915      00 P 1 [illegible]                             77 67
                      303   1913     920      00 P 1 [illegible] 159 23CR   259 71          460 38
                      303   1913     921      00 P 1 [illegible]             22 88           31 65
                      303   1913     922      00 P 1 [illegible]                          1,883 99
                      303   1913     923      00 P 1 [illegible]             10 82           10 82
                      303   1913     932      00 P 1 [illegible]  30 08CR                 7,917 89
                                     TOT      P1               310 85CR     620 94       11,084 80
                                     TOT      P2                         15,000 00CR     15,014 10
                                     TOT      P3                         15,007 20           12 97
                                     TOT      N1
                                 ** JOB TOTALS **          310 85CR**       628 14  **   34,029 76  **

                                                                                                     STATE
  SPTC@HARRISON (MILWAUKIE)  CONT NO    * FA PROJ NOS PRS 9714004 100        277 95CR          542 03CR
                      303   1914     296      00 N 9                         277 95            542 03
                      303   1914     298      00 N 9                                           104 36
                      303   1914     901      00 P 1                         313 34            313 34
                      303   1914     903      00 P 1
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              MARCH 1983       PAGE  880

                                                                                         FISCAL        GRAND TOTAL
      DESCRIPTION                    PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                                  403   1910       903      00 P 1                                     114.72
                                                   TOT      P1                                         114.72
                                                   TOT      N9                                         114.72CR
                                                ** JOB TOTALS **            **                 **            **

                                                                                                                  STATE
SE KING RD-SE HARMONY RD      CONT NO      FA PROJ NOS XI  9721001 100
                                  403   1911       598      00 N 9                     153.88          693.04CR
                                  403   1911       903      00 P 1                                     693.04
                                                   TOT      P1                                         693.04
                                                   TOT      N9                         153.88          693.04CR
                                                ** JOB TOTALS **            **         153.88  **            **

                                                                                                                  STATE
OATFIELD RD@ALDERCREST DR     CONT NO      FA PROJ NOS XI  9665006 100
                                  403   1912       598      00 N 9                                     222.65CR
                                  403   1912       903      00 P 1                                     222.65
                                                   TOT      P1                                         222.65
                                                   TOT      N9                                         222.65CR
                                                ** JOB TOTALS **            **                 **            **

                                                                                                                  STATE
SE COURTNEY AVE-SE ROETHE RD  CONT NO    * FA PROJ NOS XI  9665004 100
                                  403   1913       205      00 P 1                     120.08
                                  403   1913       598      00 N 9                     120.08CR      1,200.76CR
                                  403   1913       903      00 P 1                                   1,200.76
                                                   TOT      P1                         120.08        1,200.76
                                                   TOT      N9                         120.08CR      1,200.76CR
                                                ** JOB TOTALS **            **                 **            **

                                                                                                                  STATE
OATFIELD RD@JENNINGS AVE      CONT NO      FA PROJ NOS XI  9665007 100
                                  403   1914       598      00 N 9                                     315.15CR
                                  403   1914       903      00 P 1                                     315.15
                                                   TOT      P1                                         315.15
                                                   TOT      N9                                         315.15CR
                                                ** JOB TOTALS **            **                 **            **

                                                                                                                  STATE
CLACKAMAS HWY-GLADSTONE NCL S CONT NO      FA PROJ NOS XI  9659005 100 X10 9659005
                                  403   1915       598      00 N 9                   1,735.61CR      3,561.94CR
                                  403   1915       903      00 P 1                                   1,195.00
                                  403   1915       903      00 P 2                     233.11        2,366.94
                                                   TOT      P1                                       1,195.00
                                                   TOT      P2                         233.11        2,366.94
                                                   TOT      N9                       1,735.61CR      3,561.94CR
                                                ** JOB TOTALS **            **       1,502.50CR**            **

                                                                                                                  STATE
HILL RD - VISTA LANE          CONT NO    * FA PROJ NOS XI  9698001 100
                                  403   1916       598      00 N 9                                     102.09CR
```

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              APPR-823
          9                                     114.72-

403-1910    PREFIX TOTALS        250.00                     114.72             114 72        114.72
403-1911 1  XI  -9721-001        700.00         693.04      693.04   100 00    693 04        693 04
                 APPR-823
          9                                     693.04-

403-1911    PREFIX TOTALS        700.00                     693 04             693 04        693 04
403-1912 1  XI  -9665-006        950.00         222.65      222.65   100.00    222 65        222 65
                 APPR-823
          9                                     222.65-

403-1912    PREFIX TOTALS        950.00                     222.65             222 65        222 65
403-1913 1* XI  -9665-004      1,200.76       1,200.76    1,200.76   100.00  1,200 76      1,200.76
                 APPR-823
          9*                                  1,200.76-

403-1913    PREFIX TOTALS      1,200.76                   1,200.76           1,200.76      1,200 76
403-1914 1  XI  -9665-007        450.00         315.15      315 15   100.00    315.15        315 15
                 APPR-823
          9                                     315.15-

403-1914    PREFIX TOTALS        450.00                     315.15             315.15        315.15
403-1915 1* XI  -9659-005      1,195.00       1,195.00    1,195.00   100.00  1,195.00      1,195.00
                 APPR-823
         2* X10 -9659-005      2,366.94       2,366.94    2,366.94   100 00  2,366.94      2,366 94
                 APPR-580




B01                                   OREGON  STATE  HIGHWAY  DEPARTMENT                  04/21/83
                                           FHWA   BILLING  VOUCHER                                        PAGE 121

 PREFIX GRP FED AID PROJ   AGREEMENT   TOTAL COSTS   PARTIC.    % OF    FEDERAL      AMOUNT       ADJUSTMENT    AMOUNT OF
         FL    APPR          AMOUNT      TO DATE      AMOUNT   PARTIC.    SHARE    PREV. CLAIMED   AND CODE    THIS VOUCHER

          9*                                  3,561.94-

403-1915    PREFIX TOTALS      3,561.94                   3,561.94           3,561.94      3,561.94
403-1916 1* XI  -9698-001        102.09         102.09      102.09   100.00    102 09        102.09
                 APPR-823
          9*                                    102.09-

403-1916    PREFIX TOTALS        102.09                     102.09             102.09        102 09
403-1917 1* XI  -9702-003        596.05         596.05      596.05   100.00    596 05        596 05
                 APPR-823
          9*                                    596.05-

403-1917    PREFIX TOTALS        596 05                     596 05             596 05        596 05
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OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

04.21.83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
303-1911	1	XI -9714-002 APPR-823	4,675.00	81.22	81.22	85.00	69.04	69 04		
303-1912	1	XI -9665-007 APPR-823	14,000.00	11,912.28	11.804.76	85.00	10,034.05	10,034 05		
303-1913	1*	XI -9659-005 APPR-823	6,730.21	7,930.86	7,917 89	85 00	6.730.21	6,730.21		
	2*	X10 -9659-005 APPR-772	9,422.08	11,084.80	11,084 80	85 00	9,422.08	9.422.08		
	3*	X10 -9659-005 APPR-580	12,761.99	15.014.10	15,014.10	85.00	12,761.99	12,761.99		
303-1913		PREFIX TOTALS	28,914.28	34,029.76	34,016.79		28,914.28	28.914 28		
303-1914	1#	RRS -9714-004 APPR-138	542.03	602.26	602 26	90 00	542.03	542 03		
303-1915	1	RRS -9521-001 APPR-138	1,800.00	2,503.37	2,503.37	90 00	2,253 03	1.800 00	453 03 B	
303-1916	1	BROS-0303-001 APPR-117	13,600.00	15,970 29	15,970 29	80 00	12.776 23	12 776 23		
303-1917	1	RRP -9700-001 APPR-139	1,800.00	791.05	791.05	90.00	711.95	711 95		
303-1918	1	PMS -000S-105 APPR-140	450.00	89.29	89 29	100 00	89.29	89 29		
303-1919	1	M -9473-002 APPR-W36	83,394.00	127,806 37	127.681.90	85 80	109,551 07	83,394 00	26.157 07 B	
303-1933	1#	M -9671-001 APPR-W36	65,428.05	76,352.41	76 256 47	85 80	65,428 05	65 428 05		
303-1936	1	RRS -9761-001 APPR-138	675.00	137.98	137 98	90.00	124 18	124 18		
303-1969	1#	PMS -000S-083 APPR-140	298.65	298.65	298 65	100.00	298 65	298 65		
303-1979	1#	SRS -000S-007 APPR-148	44.89	63.28	49 88	90.00	44 89	44 89		
304-1950	1#	M -4350-001 APPR-W32	15,730.16	18,130.09	17,838 69	88.18	15.730.16	15.730 16		
305-1925	1#	RRS -6300-001 APPR-138	1,894.32	2,318.32	2,104 80	90.00	1,894.32	1,894 32		
305-1936	1#	SOS -0504-001 APPR-680	10,092.81	11,767.30	11.767 30	85.77	10 092.81	10.092.81		
306-1945	1#	TQM -2641-001 APPR-124	17,382.09	20,265.93	20.265.93	85.77	17,382 09	17,382 09		
306-1953	1#	PMS -000S-096 APPR-140	920.96	920.96	920 96	100.00	920.96	920 96		
309-1904	1	RRP -3280-001 APPR-139	1,800.00	539.42	539 42	90.00	485.48	485 48		
309-1976	1	RRO -000S-121 APPR-685	675.00	813.30	813.30	90.00	731.97	675 00	56 97 B	
309-1977	1*	RRO -000S-026 APPR-685	1,689.53	1,877.26	1,877.26	90.00	1,689.53	1,689 53		
309-1987	1*	M -3245-001 APPR-W32	4,773.37	5,169.35	5,565.32	85.77	4,773.37	4,773 37		
309-1988	1#	PMS -000S-082 APPR-140	107.21	107.21	107 21	100.00	107 21	107 21		

1522

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-28-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9659(8) and (10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 90183 & 90050

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-5-82

8. FEDERAL ROUTE NUMBER FAU 9659

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Clackamas Road -Oatfield Road Section

11. GENERAL DESCRIPTION OF WORK
Correct date of authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 2-23-83 and based on the information provided pertaining to actual date of verbal authorization to proceed, I approve the revised effective date to 10-5-82 for SFO #4 as approved by PR 1240 dated 11-30-82.

RECEIVED
STATE HWY ENGR
MAR 2 '83
REFER TO Swan
FOR
Info	Inves	R/D	D.R	Sign	Act	File

Orig to
3/2

14. DATE 2-28-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9659(8) & (10)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90183 & 90050

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/19/83

8. FEDERAL ROUTE NUMBER: FAU 9659

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Clackamas Road - Oatfield Road Section

11. GENERAL DESCRIPTION OF WORK
Provide traffic signal turn-on services

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/19/83 as requested in Mr. Keasey's letter of 1/21/83 as being in the public interest for use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $500 Federal Funds $425.

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO
Lwa ✓
FOR

Info	Inves	R/O	D/R	Sign	Act	File

14. DATE: 1/28/83

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

January 25, 1983

Yingling Construction Co.
22901 S. Ferguson Road
Beaver Creek, OR 97004

CON 5
#9522

Gentlemen or Ladies:

This will acknowledge your letter of January 18, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Yingling Construction Co.
AMOUNT:	$1,978
FOR:	Equipment rental
AGAINST: (Prime Contractor)	Fabricators, Incorporated
SUBCONTRACTOR:	Herc Excavating, Inc.
CONTRACT NO.	9522
PROJECT:	Clackamas Road-Oatfield Road Section, FAU 9659, Clackamas County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter of Oregon, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

1/25/83 JS

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Fabricators, Incorporated
2705 Lancaster Drive, NE.
Salem, OR 97305

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

1/18/83

RE: Con 9552

Yingling Construction Co.
22901 S. Ferguson Rd.
Beaver Creek, Oregon 97004
Ph- 632-3645

Dear Sirs;

Please consider this letter a lein aginst Contract Ref. # 9522. main contractor being Fabricator's Inc., Sub contractor being Herc. Excavating Inc.

the amount is $1978.00 for Equipment Rental to Sub contractor Herc. Excavating Inc.

We have signed dailey time tickets to substanciate our claim.

thank you
Ronald E. Yingling

Note, work was Done Oct. 14th to 25th 1982.

RECEIVED
JAN 19 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9659(8) & (10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90183 & 90050

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/11/82

8. FEDERAL ROUTE NUMBER FAU 9659

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION
Clackamas Road - Oatfield Road Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/11/82 as requested in Mr. Keasey's letter of 11/10/82 as being in the public interest for use of Clackamas County Forces to proceed with the above work. State Force Order No. 4 representing work to be done by Clackamas County Forces is approved for a TEC of $2,958 Federal Funds $2,514.

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | | File

14. DATE 11/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

1522

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9659(8) & (10)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90183 & 90050

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/3/82
8. FEDERAL ROUTE NUMBER FAU 9659
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Clackamas Road - Oatfield Road

11. GENERAL DESCRIPTION OF WORK
Striping removal, permanent pavement striping and pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~A~~ FORCE ACCOUNT BASIS
☐ OTHER (*Specify*)

13. REMARKS

Contingent upon modification of project agreement if additional Funds are required, I approve the advance authorization date of 9/3/82 as requested in Mr. Keasey's letter of 10/8/82 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 1 representing work to be performed by Clackamas County is approved for a TEC of $10,435 Federal Funds $8,870.

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Moehring
FOR
Info | Invest | R/D | D.R | Sign | Act | File

RECEIVED
OCT 22 1982
CONSTRUCTION
SECTION

NOTED 10/22
W. E. SCHWARTZ
orig

14. DATE 10/14/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

(MEMORANDUM) 303-903

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

[illegible]S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

S[illegible]VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) X

VOUCHER PERIOD

FROM 2/8/79

TO 6/29/82

FEDERAL AID PROJECT NO. IX-9659(3)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	$ 8,512.89	$ 8,354.56	85.00%	$ 7,101.38	$ 7,101.38	$ 0.00
772	26,209.41	26,209.41	85.00%	22,278.00	22,278.00	0.00
560	8,200.00	8,200.00	85.00%	6,970.00	6,970.00	0.00
	$42,922.30	$42,763.97	85.00%	$36,349.38	$36,349.38	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon 10/7/82 Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Gladstone NCL-S.E. Oatfield Road (Gladstone) Section City Street in Clackamas County					
	Preliminary Engineering Type Code P.E. State	All	Required		$42,763.97	
	Nonparticipating Project Cost State	All	Required		158.33	
	Total Project Cost				$42,922.30	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/14/82.					
	AMOUNT CARRIED FORWARD					

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                                                  TOT          H1
                                               ** JOB TOTALS **                **                  **        [illegible]          **

GLADSTONE NCL- SE OATFIELD RD CONT NO     * FA PROJ NOS XI  9659003 100 XI0 9659003       XI0 9659003                              STATE
                                     303   1903       295      00 N 9 [illegible] 1.572 19CP    5 074 72           6.574 72
                                     303   1903       296      00 N 9 [illegible] 1.572 19      6 519 27CP        42.924 10CP
                                     303   1903       298      00 N 9   R/W                     1 444 55          36.349 38
                                     303   1903       901      00 P 1 Proj. Mgr.                  233 64           2 435 08
                                     303   1903       901      00 P 2                               3 53          20.303 52
                                     303   1903       901      00 P 3                                                200 00
                                     303   1903       901      00 N 1                                                  8 25
                                     303   1903       905      00 P 1 Final Eng.                   53 72             411 07
                                     303   1903       905      00 P 2                                              1 500 00
                                     303   1903       905      00 P 3                                              2.500 00
                                     303   1903       909      00 P 1 R/W Del.                                       253 83
                                     303   1903       909      00 P 2                                              2.500 00
                                     303   1903       909      00 P 3                                              1 000 00
                                     303   1903       910      00 P 1                                                622 56
                                     303   1903       910      00 N 1                                                 43 31
                                     303   1903       911      00 P 1              1 80CR                            395 02
                                     303   1903       911      00 P 2                                              1.905 89
                                     303   1903       911      00 P 3                                              1.500 00
                                     303   1903       911      00 N 1              1 80              1 80                1 80
                                     303   1903       912      00 P 1                                                 38 35
                                     303   1903       913      00 P 1                                              1 302 88
                                     303   1903       914      00 P 1                                                 43 07
                                     303   1903       918      00 P 1                                                140 84




ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  NOVEMBER 1982          PAGE [illegible]

                                                                                 FISCAL              GRAND TOTAL
    DESCRIPTION                        PREFIX  FUNCTION SUB F  GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                                     303   1903       920      00 P 1                    134 73           1 263 15
                                     303   1903       921      00 P 1                  1 074 47           1 [illegible] 44
                                     303   1903       921      00 P 2                                     1 500 00
                                     303   1903       922      00 P 1                     11 [illegible]      31 65
                                     303   1903       923      00 P 1                                       348 12
                                     303   1903       923      00 P 3                                     1 500 00
                                     303   1903       960      00 N 1                                       106 [illegible]
                                                  TOT          P1      1 50CR        1 573 46           8 354 56
                                                  TOT          P2                        3 53          36 [illegible] 41
                                                  TOT          P3                                       8 200 00
                                                  TOT          N1      1 80              1 80             160 13
                                               ** JOB TOTALS **          **        1 [illegible]    **     41 [illegible] 10     **

SE 97TH-SE 122ND AVE            CONT NO      FA PROJ NOS XI0 9719001 100 XI  9719001                                          STATE
                                     303   1904       236      00 N 9       [illegible] 34 P     [illegible] P           34 342 86 P
                                     303   1904       237      00 N 9                                      [illegible]
                                     303   1904       [illegible]      00 N 9       [illegible]   [illegible]
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OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12 29 82

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
301-1961	1* M	-4950-001 APPR-W32	1,130 55	1,381 58	1,381 58	81 83	1,130 55	1,130 55		
301-1967	1 M	-0000-032 APPR-W32	3,085 00	1,688 49	1,688 49	88 13	1,488 91	1,488 91		
302-1938	1 M	-2110-001 APPR-W32	114,528.00	148,092.08	149,597.00	78.19	116,969.89	114,528.00	2,441.89 B	
302-1939	1 M	-2120-001 APPR-W32	98,264 00	131,476 28	132,769 77	78 19	103,812 68	98,264 00	5,548 68 B	
302-1941	1* M	-2110-002 APPR-W32	67,189 87	84,625 32	85,789 09	78 19	67,078 49	67,189 87	111 38 O	
302-1943	1* SRS	-000S-105 APPR-148	217.62	279.74	241.80	90.00	217.62	217.62		
302-1955	1* PMS	-000S-090 APPR-140	116 40	116 40	116 40	100 00	116 40	116 40		
302-1956	1* RRP	-2070-001 APPR-139	73 93	99 89	82 14	90 00	73 93	73 93		
302-1957	1* RRP	-000S-027 APPR-139	871.36	985.93	968.18	90.00	871.36	871.36		
302-1959	1 RRS	-2070-002 APPR-138	1,800 00	607 17	533 39	90 00	480 05	480 05		
302-1960	1 PMS	-000S-093 APPR-140	700 00	78 68	78 68	100 00	78 68	78 68		
303-1901	1 XI	-9665-003 APPR-823	3,970.41	105.79	105.73	85.00	89.92	89.92		
303-1902	1* XI	-9653-002 APPR-823	3,970 41	4,687 72	4,671 07	85 00	3,970 41	3,970 41		
303-1903	1* XI	-9659-003 APPR-823	7,101 38	8,514 69	8,354 56	85 00	7,101 38	7,101 38		
	2* X10	-9659-003 APPR-772	22,278.00	26,209.41	26,209.41	85.00	22,278.00	22,278.00		
	3* X10	-9659-003 APPR-580	6,970 00	8,200 00	8,200 00	85 00	6,970 00	6,970 00		
303-1903		PREFIX TOTALS	36,349 38	42,924 10	42,763 97		36,349 38	36,349 38		
303-1904	1 X10	-9718-001 APPR-772	21,845 00	29,312 54	29,244 79	85 00	24,858 07	21,845 00	[illegible]	
	2 M	-9718-001 APPR-W36	73,616 00	87,056 09	85,697 60	85 80	73,528 54	73,528 54		
303-1904		PREFIX TOTALS	95,461 00	116,368 63	114,942 39		98,386 61	95,373 54	[illegible]	
303-1906	1* XI	-9714-003 APPR-823	12,868 41	15,204 41	15,139 [illegible]	85 00	12,868 41	12,868 41		
	2 X10	-9714-003 APPR-772	13,658 28	16,068 56	16,068 56	85 00	13,658 28	13,658 28		
303-1906		PREFIX TOTALS	26,526 69	31,272 97	31,207 86		26,526 69	26,526 69		
303-1907	1 XI	-9659-004 APPR-823	580 00	13 40	13 40	85 00	11 39	11 39		
303-1909	1 RPP	-000S-021 APPR-139	1,800 00	371 09	371 09	90 00	333 98	[illegible]		
303-1910	1 XI	-9647-002 APPR-823	[illegible]	129 38	129 38	85 00	[illegible]	[illegible]		

9532

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

August 13, 1982

D.E. Swan
Program Control Engineer
Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Enclosed please find a copy of Board Order and Power of Attorney relating to the County's portion of the local match for the Webster Road Improvement Project.

The County's portion of the local match funds will be deposited in the State Excess Fund and we will advise you of the Account Number by Wednesday, August 18, 1982.

If you have any questions, please call me at 655-8521.

For BLS
Bernard L. Straight
Traffic Engineer

Enclosures

902 ABERNETHY ROAD • OREGON CITY, OREGON 97045 • (503) 655-8521

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Provding a Limited Power of Attorney to the Manager of the Oregon State Excess Fund for Withdrawl of funds provided by Clackamas County for project costs for the Webster Road improvement project.

ORDER NO. 82-1582

This matter coming before the Board of County Commissioners as the result of a roadway improvement project on S.E. Webster Road between Clackamas Road and Oatfield Road; and

It appearing that a deposit of $60,165.00 is required to accomplish the project construction; and

It further appearing that a deposit of local match funds in the Oregon State Excess Fund results in some interest earnings to the local match.

NOW THEREFORE, IT IS HEREBY ORDERED that $60,165.00 of local match funds from the Road Fund be deposited in the Oregon State Excess Fund to be used as required to meet financial needs to accomplish project construction for the Webster Road Improvement Project, and that a Limited Power of Attorney is granted to the Oregon Transportation Department to withdraw funds from this account to meet expenses incurred in said construction.

DATED this 12th day of August, 1982.

BOARD OF COUNTY COMMISSIONERS

Ralph Groener, Chairman

Stan Skoko, Commissioner

Robert Schumacher, Commissioner

ORD.	DISTRIBUTION	DATE	INT.
	Director		
	Deputy Director		
	Asst. Director		
	Operations		
	Utilities		
	Development Ser.		
	Planning		
	Dev. [illegible]		
	Project Dev.		
	Admin. [illegible]		
	Admin. Asst.		
	Office File		
1	Mike Christensen		

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Board of Commissioners hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County Board of Commissioners has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 60,165. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Webster Road -
Project Name

Clackamas Road to Oatfield Road

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County
Local Government Unit

Board of County Commissioners

this 12th day of August, 1982 by a vote of the majority of a quorum of its governing body.

Ralph Groener - Chairman

Stan Skoko - Commissioner

Robert Schumacher - Commissioner

(123) [illegible]

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Gladstone (Local Government Unit) hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The City of Gladstone (Local Government Unit) has deposited with the State of Oregon Investment Pool the sum of $ 42,180.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Clackamas Road - Oatfield (Project Name) Section of Webster Road.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by City of Gladstone (Local Government Unit) this 10th day of August, 1982 by a vote of the majority of a quorum of its governing body.

H Wade Byers, Jr.
Mayor

Bernice Macleod
Recorder

Consent Calendar
5(a)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: August 3, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Clackamas Road-Oatfield Road Section
FAU 9659 (Webster Road), Clackamas County
Contract No. 9522

This Interstate Transfer paving project is nearing completion and it is apparent that the final cost will exceed the project authorization by $117,500 or 21.3 percent.

Clackamas County requested by letter dated May 24 that Webster Road be overlayed to correct a deteriorated pavement problem. This work was included in preliminary engineering for the project, but was deleted prior to bidding due to funding problems. Clackamas County and the city of Gladstone have subsequently come up with matching funds to complete the project. This increased paving and related work added $130,500 to the cost of the project, and additional construction engineering due to the increased work is expected to add another $16,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $117,500 to a new total of $669,718.93. This matter will be on the consent calendar for the August meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

9522

Clackamas Co

Road Design 378-6558

J. B. Boyd, Manager
Right of Way Section

July 29, 1981

J. H. Versteeg
Road Design Engineer

Files 52182 A, B, C, and D
Clackamas Highway - Gladstone N.C.L.
Webster Road
Clackamas County

Attached are descriptions, an authorization and right of way prints covering right of way required for the subject project.

Acquisition of these files is to be handled by Clackamas County forces. This project will be combined with the Gladstone N.C.L. - Oatfield Road project and is scheduled for September 24, 1981.

By:

ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:ls

Attachments

July 28, 1982

Winston W. Kurth, Assistant Director
Dept. of Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

Dear Winston:

On July 22, 1982 we received a satisfactory bid from Fabricators, Incorporated, 2705 Lancaster Drive, N.E., Salem, Oregon 97303 for the Clackamas Road-Oatfield Road Section of Webster Road.

We anticipate the financial sharing of the project costs will be:

Contractor's Bid (County Portion)		$281,225.80
Anticipated Additional Items:		
Permanent Signing	$1,500.00	
Permanent Pavement Striping	3,200.00	
Temporary Erosion Control	250.00	
State Furnished Controller Program	500.00	
Roadside Seeding & Mulching	500.00	
Signal Controller Testing	1,225.00	
Signal Turn-on	500.00	$ 7,675.00
SUBTOTAL		$288,900.80
Contingencies (4 1/2%)		13,000.54
Engineering (9%)		26,001.07
Estimated Construction Cost		$327,902.41
Estimated Preliminary Engineering Cost		54,000.00
Estimated R/W Costs		19,200.00
Total Estimated Project Costs		$401,102.41

COUNTY SHARE: 15% of $401,102.41 = $60,165

We will award the contract when we receive your advance deposit in the amount of $60,165, which should arrive not later than August 13, 1982. You may use one of the three options for payment described in the attachment.

Very truly yours,

8-17-82 Rec'd L6IP
per Jim Peterson
KEH

J. E. Swan, P.E.
Program Control Engineer

KEH:jf
Attachment
bcc w/AD # 82-00: Don Rose, Metro Region
Vern Skoog - Please return completed AD # 82-00 when advance deposit is received.

7522

July 28, 1982

Al Kolb
Director of Public Works
City of Gladstone
525 Portland Avenue
Gladstone, Oregon 97027

Dear Mr. Kolb:

On July 22, 1982 we received a satisfactory bid from Fabricators, Incorporated, 2705 Lancaster Drive NE, Salem, Oregon 97303 for the Clackamas Road-Oatfield Road Section of Webster Road.

We anticipate the financial sharing of the project costs will be:

Contractor's Bid (CITY PORTION)		$189,685.70
Anticipated Additional Items:		
Permanent Signing	$1,500.00	
Permanent Pavement Striping	3,000.00	
Temporary Erosion Control	250.00	
State Furnished Controller Program	500.00	
Roadside Seeding and Mulching	500.00	
Signal Controller Testing	1,200.00	
Signal Turn-on	500.00	$ 7,450.00
SUBTOTAL		$197,135.70
Contingencies (4 1/2%)		8,871.11
Engineering (9%)		17,742.21
Estimated Construction Cost		$223,749.02
Revised P.E. Cost		47,106.00
Estimated R/W Cost		23,700.00
Estimated Total Project Cost		$294,555.02

Estimated City Share (15% of $294,555.02) =	$44,180
Less: P.E. Advance Deposit (12-26-78 by City)	2,000
CITY ADVANCE DEPOSIT	$42,180

We will award the contract when we receive your advance deposit in the amount of $42,180, which should arrive not later than August 13, 1982. You may use one of the three options for payment in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

REH:pf
Attachment
cc R/AD # 82-01: Jon Rose, Metro Region
Vern Skoog - Please return completed AD # 82-01 when advance deposit is received.

9522 Gladstone ✓

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

July 17, 1981

J. H. Versteeg
Road Design Engineer

Files 52109-A, 52019-B & 52109-C
Gladstone N.C.L.-Oatfield Road Section
Webster Road (City Street)
Clackamas County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for subject project, scheduled for September 24, 1981.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9659(8)(10)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90183 & 90050

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/30/82
8. FEDERAL ROUTE NUMBER FAU 9659
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Clackamas Road - Oatfield Road

11. GENERAL DESCRIPTION OF WORK
Grade, Pave and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
State Furnished Software $1,000
Signal Controller Testing $2,425
OPTICOM Testing $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/25/82 request and certifying statements are accepted.

Revised PS&Edocuments for the subject project have been reviewed and are approved at a total estimated cost of $636,365 Federal Funds $540,909.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $16,865 Federal Funds $14,334)

RECEIVED
STATE HWY ENGR
JUL 13 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 6/30/82
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section [illegible] Rd. Programming Estimate $ 670,000 [illegible]

Highway [illegible] Rd.) Project Length 1.32 miles

County [illegible] Completion Time 325 cal days

Kind of Work [illegible] & Signals Est. Comp. Date 7-23-83

Prefix [illegible] Letting Date 7-22-8[illegible] Project No. IX 9154(8) & IX 7659(10

1 1 [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 547,755

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	3000	
Permanent Pavement Striping	6200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	[illegible]	$ 15,125
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
Adjust Utilities		
______		
______		
______		

Subtotal	$ 562,880
Contingencies (4-1/2%)	25,324 60
Engineering (~~8~~, 9, ~~10~~%)	50,659 20
Subtotal	$
Credit for ______	
Estimated Net Authorization, Construction	$ 638,868 30

APPROVED

Rec'd 6-16-82 G

$1600± More

No copies sent on Rev. to Metro

______

Road Design Engineer

Rev. 11/81

SUMMARY—BID SCHEDULE—COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section RA Clackamas ~~Hwy~~ - [illegible]	County Clackamas	Sheet 1	of 3
Kind of Work Grading, Paving & Signals	Length [illegible]	Date [illegible]	Name Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	6-8-82 COST ANALYSIS UNIT. ~~12-28-81~~ THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING ~~2-25-82~~ 7-22-82					
1	Mobilization		Lump Sum	All	(7%) (8%)	35,800
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		6425
3	Temporary Signs		Sq. Ft.	570	6	3420
4	Temporary Barricades		Each	10	125	1250
5	Flagmen		Hour	700	22 00 ~~23 50~~	15,400
	ROADWORK					
6	Clearing and Grubbing		Lump Sum	All	–	3000
7	[illegible] And [illegible]		Lump Sum	All	–	2500
8	[illegible]		[illegible]	5580	5 00 ~~6 00~~	27,900
9	[illegible]		Cu. Yd.	790	8 00	6320
10	[illegible] And [illegible]		Lump Sum	All	–	11,000
11	Watering		[illegible]	310	10	3100
12	[illegible]		Ton	[illegible]	6 50 ~~7 00~~	101,400
13	[illegible]		Ton	4,550	30 00	136,500
14	12-inch [illegible] Pipe		Lin. Ft.	[illegible]	12 00 ~~16~~	6,000
15	12-inch Sewer Pipe		Lin. Ft.	1290	12 00 ~~16~~	15,480
16	[illegible]-inch [illegible] Pipe		Lin. Ft.	320	25 00 ~~30~~	8,000
17	[illegible]		[illegible]	50	15	750
18	[illegible]		[illegible]	[illegible]	450 ~~500~~	[illegible]
19	[illegible] Inlets [illegible]		[illegible]	5	500 ~~550~~	2500
20	[illegible] -2M		[illegible]	4	450 ~~500~~	1800

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Clackamas Hwy - [illegible] Rd.	County Clackamas		Sheet 2 of 3
Kind of Work Grading [illegible] & Signals	Length 1.8 mi	Date	Name [illegible]

No.	Item	Code	Unit	Quant.	Unit Cost	Total
21	Concrete Inlets Type D		Each	2	475–	950–
22	4-inch Drain Pipe		Lin Ft	36	5^{00} ~~7–~~	180–
23	8-inch Drain Pipe		Lin Ft	480	8–	3840–
24	Filter Fabric		[illegible]	400	2^{50}	1,000–
25	Gravel for Drains		Cu Yd	55	15–	825–
26	[illegible] Walls		Cu Yd	500	12^{50}	6,250
[illegible]	[illegible] Driveways		[illegible]	20	16^{50}	330–
	[illegible]		Lin Ft	1880	4^{50}	8,460–
	[illegible]		Each	60	175–	[illegible]
30	Extra for [illegible] Sidewalk [illegible]		Each	8	[illegible]	[illegible]
1	Adjust [illegible] Manholes		Each	8	200–	1,600
2	[illegible] Crossing [illegible]		[illegible]	1	650–	650–
3	[illegible]		[illegible]	15	175–	2625–
4	Adjusting [illegible]		[illegible]	3	175–	525–
5	[illegible]		[illegible]	25	100–	2500–

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Clackamas Hwy - [illegible] R.D.	County Clackamas		Sheet 3 of 3
Kind of Work Grading, [illegible] Signing & Signals	Length 1.62 Mi	Date 12-15-81	Name Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	SIGNING					
36	Removal Of Existing Sign Installations		Lump Sum	All	—	[illegible]
37	Wood Sign Posts		Lump Sum	All	—	5,760
38	Type "C" And "D" Signs In Place		Sq. Ft.	97	11	1067
39	Type "C" Signs In Place		Sq. Ft.	116	14	1,624
40	Type "D" Signs In Place		Sq. Ft.	38	18	684
41	Move And Reinstall Existing Signs		Lump Sum	All	—	5,000
	TRAFFIC SIGNALS					
56	Traffic Signal Installation Complete		Lump Sum	All	—	114,725
					Total	~~546,355~~
						541,755

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 703

Attention: Right-of-way Section

Subject: Federal Aid Project No. IX-9659(5) Prefix 303-1913

Project Name Clackamas Hwy. - Gladstone N.C.L. Webster Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project acquired additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The necessary relocation or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ORE City, Oregon, this 27th day of May, 1982

County of Clackamas

Ralph Groener
County Judge/Chairman

Commissioner

Commissioner

Certified By:
Kenneth W Wolfe
Regional Right-of-Way Supervisor
Date 6-10-82

Instructions: Complete A or B and C.

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 703

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9659(3) Prefix 303-1903

Project Name Gladstone N.C.L. - S.E. Oatfield Rd.
Webster Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

- ☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gladstone, Oregon, this 24th day of May, 1982

City of Gladstone

W. Wade Byers, Jr.
Mayor

City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date 6-10-82

Instructions: Complete A or B and C.

R/W File No.

75

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINI TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9659(5)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90183

2a. COUNTY NAME
Clackamas

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
4/19/82

8. FEDERAL ROUTE NUMBER
FAU 9659

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Clackamas Highway - Gladstone NCL Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 4/15/82 I approve the revised Preliminary Engineering Costs to a TEC of $55,000 Federal Funds $46,750.

(Increase TEC $5,118 Federal Funds $4,350 Appn Code 772 and Increase TEC $19,882 Federal Funds $16,900 Appn Code 580)

RECEIVED
STATE HWY ENG
APR 22 '82
REFER TO
Moehring
FOR
Info | Inves | R/D | D | Sign | Act

14. DATE
4/19/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

April 15, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Item No. 90183
Project No. IX-9659(5)
Clackamas Hwy.-Gladstone NCL Section
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated April 7, 1982.

Approval of this request will involve an increase of $25,000.00 in total cost and Federal obligation of $21,250.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Previous	$ 9,000.00	$ 7,650.00	(823)	---
Previous	21,000.00	17,850.00	(772)	---
Increase	5,118.00	4,350.00	(772)	---
Increase	19,882.00	16,900.00	(580)	---
TOTAL	$ 55,000.00	$46,750.00		85.0

RHZ:bkc
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Judy Smith (Metro)
Jon Rose (Metro)
Gary Zehner w/att.
General Files

Form 734-3122

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 18, 1982

File No: 303-1913

TO: FRANK TERPIN
Location Engineer

FROM: TED SPENCE Ted Spence
Plan & Program Manager

SUBJECT: Clackamas Highway-Gladstone NCL
Webster Road
Clackamas County

I request your approval of the attached Authority for Survey No. 4 for this project. This is an Interstate Transfer project sponsored by Clackamas County.

The principal increases are on the field survey (901), county engineering (903), final design (905), traffic (911), and environmental (923) functions.

The overrun on the field survey function was caused by the re-design of the Clackamas Road intersection. Funds were not budgeted in the previous authority for survey for Clackamas County engineering, function 903. The final design and traffic functions were simply underestimated for the complexity of this project. The environmental function has been increased to cover the cost of the noise study report, which was not originally anticipated.

This authority for survey for $54,300 is 14 percent of the current construction estimate of $389,000.

Please request FHWA approval of this P.E. increase and obligation of sufficient FAIX funds to cover this authority for survey. In November 1981, we submitted a list of overruns/underruns on FAIX projects and indicated that we should transfer $4,350 (federal) to fund the P.E. estimate at that time. The additional funds beyond this amount should be taken from the Gladstone-Milwaukie Subarea TSM project in the FY 1982 FAIX allocation.

TS:ECM:pa

cc Buz Swan
Jim McClure
Curt Duval
Jon Rose
Robin Brooks

Attachment

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8386
Date: March 17, 1982

File No: 303-1903 (100)

TO: FRANK E. TERPIN
Location Engineer

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: Gladstone NCL-Oatfield Road, Webster Road
City of Gladstone
Clackamas County

I request your approval of the attached Authority for Survey No. 4 for this project. This is an Interstate Transfer Project sponsored by the city of Gladstone.

The principal overruns are on the field survey (901), final design (905), right-of-way descriptions (909), and the environmental (923) functions. There was unanticipated work on the southern end of Webster Road for a realignment of the design to reduce impacts to adjoining property owners. There were problems in establishing right-of-way limits throughout the length of this project. This was an unanticipated cost for both field survey and right-of-way work. The cost of a noise-study report was not anticipated for the environmental function on the previous authority for survey.

Phil Lewellyn should check charges to Salem functions and update those functions if needed.

This authority for survey for $42,210 is 15 per cent of the estimated construction cost of $280,765.

Please request FHWA approval of the increased preliminary engineering and obligation of FAIX funds to cover this authority. The additional obligation necessary for this authority should be charged to the Gladstone-Milwaukie Subarea TSM authorization in the 1982 FAIX allocation.

ebg

attachment

xc: D. E. Swan
J. D. McClure
C. H. Duval
J. R. Rose
R. C. Brooks

9

W

Planning File No. 78-104

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

417,700

Section Clackamas Highway - Gladstone North City Limits

Date March 12, 1982

Highway Webster Road (FAU 9659)

Authorization No. 4

County Clackamas #3

Survey Prefix 303-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Site locations at the intersection of Webster Road with Thiessen Road, Hwy. 224, Clackamas Road, Roots Road; and bike/pedestrian improvements from the Gladstone city limits to Bilquist School

Proposed:

Thiessen Road - Provide actuator to traffic signal, overlay intersection

Highway 224 - Install internal illuminated lane control signs.

Clackamas Road - Intersection widening & signal

Roots Rd. - Intersection widening, bike/ped facility 12-ft. travel lanes and 6-ft shoulders

Purpose of Survey: State to perform field survey and complete PS & E

Field Survey	(901)	24,000
Citizen Participation	(902)	
City of County	(903)	6,000
Consultant	(904)	
Final Design	(905)	10,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	2,000
Soils & Geology	(910)	600
Traffic	(911)	6,000
Landscape	(912)	
Liaison R/W	(913)	700
Utility	(914)	1,000
Final Audit	(915)	
Photogammerty	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	1,800
Admin. Services	(922)	100
Environmental	(923)	2,000
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980	
Equal Opportunity	(985)	
Advisory Committee	(986)	

Estimate of cost: $389,000 (construction)

F.A. No. 1X-9659(5)

Funding: FAIX (Mt. Hood Transfer Class II, Categorical Exclusion

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 17 1982
LOCATION SECTION

Total estimated cost of survey	$ 54,300
Previous authorization	30,000
Additional authorization requested	24,300
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

CURT DUVAL, Location Manager

Recommended for Approval:

JAMES D. MCCLURE, Project Development Manager

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*13604-134

Planning File No. 78-98

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Gladstone North City LImits - Oatfield Road

Highway Webster Road (FAU 9659)

County Clackamas #3

Date March 12 1972

Authorization No. 4

Survey Prefix 303-1903 (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of existing Webster Road and consists of work at three locations: 1) Oatfield Road 2) Cason Ln. and Ridgewood Dr. 3) North city limits to Oatfield Road

Proposed:
1) Oatfield Rd.-Improve intersection by widening and installing full signalization
2) Cason & Ridgewood - Redesign to reduce degree of curvature
3) NCL - Oatfield - Provide additional width on the west side of Webster for pedestrian/bike path.

Purpose of survey: State to perform field survey and complete PS & E

Field Survey	(901)	23,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	4,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	4,000
Soils & Geology	(910)	600
Traffic	(911)	4,000
Landscape	(912)	50
Liaison R/W	(913)	1,500
Utility	(914)	500
Final Audit	(915)	
Photogammerty	(916)	
Location Studies	(918)	150
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	1,600
Admin. Services	(922)	100
Environmental	(923)	2,000
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	110
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committee	(986)	

Estimate of cost: $280,765 (construction)
Funding: FAIX (Mt. Hood Transfer)
Class II, Categorical Exclusion
F.A. No. IX-9659(3)

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 17 1982
LOCATION SECTION

Total estimated cost of survey	$ 42,210
Previous authorization	36,910
Additional authorization requested	5,300
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer
CURT DUVAL, Location Manager

Recommended for Approval:
Regional Engineer
JAMES D. MCCLURE, Project Development Manager

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*13604-734

EDM

Clackamas Co

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8226
Date: March 1, 1982

File No.: 303-1903

TO: HAL VERSTEEG
Road Design Engineer

FROM: James D. McClure pa
JAMES D. MCCLURE
Project Development Manager

SUBJECT: Anticipated Work Item
Clackamas Highway-S.E. Oatfield Road
Section, Webster Road Project
Clackamas County

1 Versteeg ✓
Anderson
2 Adams H
Paul-copy do 3 Sullivan
RECEIVED
1982
ROAD DESIGN

As a follow-up to my February 24 memo, attached is a letter from Bernard Straight, formally requesting that county forces do the striping, painting, etc.

We concur in the request for the work to be done with county forces.

Please establish a $4,000 anticipated work item in the contract.

Don
Do you agree?
H

pa

Jack Sullivan 3/3/82
I agree; looks like $6200 total pave. marking as anticipated item. Cliff Christianson is receptive to it.
Don.

Attachment

cc Robert N. Bothman
Edward L. Hardt
Curtis H. Duval

Clackamas Co.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 24, 1982

File No.: 303-1903

TO: HAL VERSTEEG
Road Design Engineer

FROM: JAMES D. McCLURE JMcClure
Project Development Manager

SUBJECT: ~~Clackamas Highway-S.E. Oatfield Road Section~~
Webster Road Project
Clackamas County

Anderson
2 Adams A
3 Sull JW
Terpin
Trout

RECEIVED
1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Clackmas County has reviewed the permanent signing plans which we submitted to them some time ago. Their review resulted in a significant reduction in the scope of signing proposed for Webster Road in our preliminary plans.

The attached letter from Bernie Straight indicates that the reduced level of signing will only cost an estimated $3000 and is requesting that this work be accomplished by County forces. In my previous correspondence to the County, I recommended that the signing be done as a contract bid item. Due to the reduced cost, I concur with the County's request for the work to be done with County forces. Please establish a $3000 anticipated work item for County forces to do the signing. Bernie Straight, by telephone, has also requested that the County do the permanent striping for the project and should also be set up as an anticipated work item. The dollar amount for this item should be the same as we would normally put in contract plans for State forces to do this work.

The County has also indicated that we have previously allowed them to do the striping and signing on their Oatfield Road and River Road projects in the past, therefore, I can see no rationale to deny their request at this time.

po

cc: E. L. Hardt
Bud George
Jon Rose

Erikson Watson
Hager Bern.
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

DEPARTMENT OF ENVIRONMENTAL SERVICES

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

MA PDM PDE PPM SPC
ODOT-METRO
FEB 24 1982
BM PAR PPC FILE T/A

February 22, 1982

James D. McClure
Project Development Manager
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

Reference is made to your December 30, 1981 letter regarding the proposed signing on the Webster Road project to be completed under contract.

Clackamas County has completed the traffic control device improvements on several federally funded projects including the northern segment of Webster Road by force account. Upgrading traffic control devices are a normal operation of the County forces and are done in a timely and efficient manner.

Therefore, it is requested that the traffic control device improvements be completed by our forces. It would be in the public interest to allow us to continue the improvements by Force account.

The proposed signing is estimated at $14,000 and the City of Gladstone and we feel that this approach is more than we can accept and maintain. We have estimates that we can do the necessary signing for $3000 which will be a considerable savings of $11,000.

The work can be accomplished during the off peak hours to minimize the interruption and delay to the traveling public. The work can be completed or adjusted in small increments to meet the residents concerns. A contract operation could not afford the same flexibility in the work scheduling or cost savings.

If you need more information please do not hesitate to call.

Sincerely,

Bernard L. Straight

BERNARD L. STRAIGHT, Traffic Engineer
Policy & Project Development Division

BLS:bf
Enclosure

1/2-3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

December 30, 1981

In Reply Refer to
File No.

BERNARD L. STRAIGHT, Traffic Engineer
Policy and Project Development Division
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

303-1903
303-1913

Subject: Clackamas Highway-Oatfield Road
Webster Road Project

I have reviewed your request to do the permanent signing on the Webster Road project with our staff and Cliff Christianson of FHWA. It is our general policy not to perform contract bid items that exceed $5000 in cost with state forces. The estimated cost for the permanent signing on the Webster Road project is for $14,000 which exceeds this limit. The $5000 guideline has been established through negotiations with Associated General Contractors (AGC).

It is our general feeling that permanent signing on a highway improvement project is best handled by the contractor due to staging and construction activities. It is possible to allow the county to do the permanent signing, however, I will need documentation that indicates installation by county forces would be the public's best interest. A finding in public interest based only on the fact that it is cheaper is not a legitimate argument to go with county forces. We would need to demonstrate why there is a benefit for installation with county forces over an installation by the contractor. There is a strong reluctance by both the state and FHWA to allow major contract items to be performed by either state or county forces.

I would recommend that you reevaluate the signing plans and, if you feel signing is excessive or that some signs should be deleted, please indicate these changes on the attached plans. As you are aware, the permanent signing must be installed in accordance with the Uniform Traffic Control Manual.

The major concern appears to be the number of no parking signs. The 60 no parking signs shown on the plans appears to be excessive and that may be that two-thirds of the no parking signs could be deleted. The number of signs or a sign spacing is not established in the Uniform Signing Manual, therefore, the number appears to be a judgement matter. I also recognize your concern that the number of new signs directly relates to higher maintenance costs for the county.

I would recommend that the simplest solution would be for you to review and minimize the number of signs in lieu of requesting your forces to do the permanent signing. We are currently anticipating a February 25 bid letting for the project which means I will need a quick turn-around on your signing review. If you have any questions concerning my recommendation, please feel free to call me.

JAMES D. McCLURE
Project Development Manager

JD:pa

cc: Duane Hoffstetter
Thomas H. Schwab
Curtis H. Duval
E. J. Dunn
Jonathon R. Rose

Attachment

OREGON STATE HIGHWAY DIVISION

SUBJECT: Signing
Clackamas Hwy - Oatfield Rd.
Webster Rd.
Clackamas County

DATE: Dec. 7 1981

TO: Jim Rose

File Nos. 303-1403
303-1413

FROM: Curt Duval

Attached, one set of unsigned signature preliminary plans for subject project from Clackamas County with attached letter.

Clackamas County wishes to do the permanent signing on subject project. I have no problem with this as long as the signing is installed in accordance with the Uniform Traffic Control Manual and the County will coordinate their effort and activities with the contractor. Some existing signs have to be salvaged and re-installed as well as maintenance of the permanent signing during the life of the contract.

This work could be performed under a County Force Order and as an anticipated item.

Curtis H. Duval

(SIGNATURE)

PLEASE REPLY HERE

Est. $ cost of signing -- 14,000
MAX $ allowable for C.F.O. - 5,000
FHWA Requirements Justifying work done by County Forces - Finding in Public Interest.

Signing by County Not Approved

12/30

cc: Curt Duval

(SIGNATURE) (DATE)

SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

THOMAS J. VANDERZANDEN
Project Development Director

WINSTON W. KURTH
Deputy Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

December 1, 1981

Mr. R. N. Bothman
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

Attn: Mr. Jon Rose

The preliminary signing plans for the section of Webster Road between Clackamas Road and Oatfield Road have been reviewed by the City of Gladstone and Clackamas County.

During consultation with the City, it was agreed that the signing work identified on the preliminary plans could be best peformed by the County's signing crews. A considerable cost to the project could be saved and attention can be given to the maintenance of the permanent signing through the construction period if the work is done by the County. New installations of traffic control signs as proposed on the plans, specifically, the No Parking signs are of the most concern. Establishment of additional controls should be made only where it is determined to be necessary and would result in a large decrease in the number of new signs. For these reasons, it is requested that the permanent signing work on the County and City sections of the Webster Road project be assigned to Clackamas County and an authorization for reimbursement be approved for the necessary labor, equipment and material charges for this work.

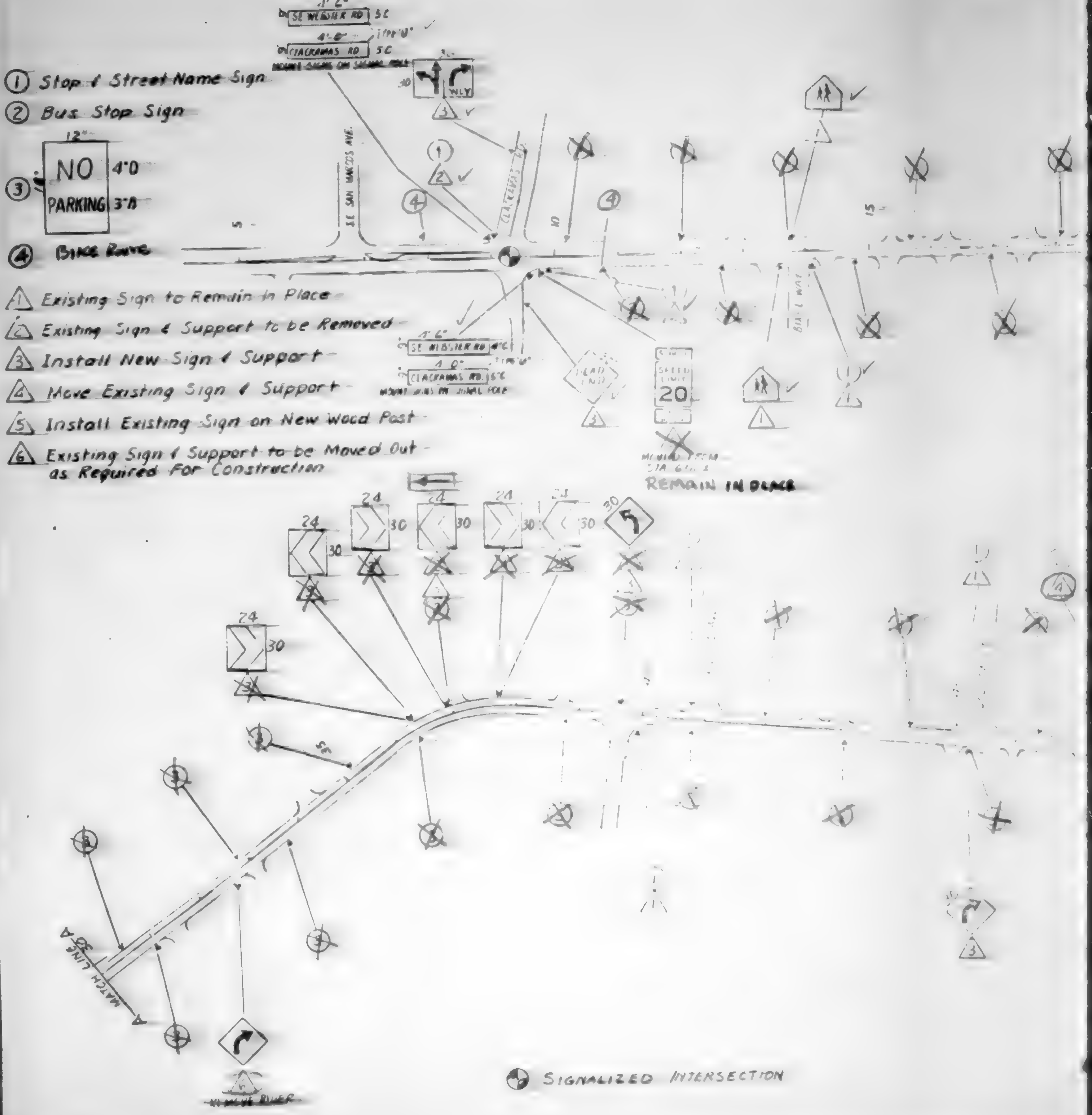
A set of the preliminary signing plans are enclosed and are being returned without the requested approval signature with the expectation that the permanent signing will not become part of the contract improvements.

Bernard L Straight
BERNARD L. STRAIGHT - Traffic Engineer
Policy & Project Development Division

/mb
Encl.
cc: E. J. Dunn - Resident Engineer
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

Al Kolb
City of Gladstone
525 Portland Avenue
Gladstone, OR 97027

902 ABERNETHY ROAD * OREGON CITY, OREGON 97045 * (503) 655-8521



1' 6"
SE WEBSTER RD 5C
4' 8"
TYPE "U"
CLACKAMAS RD 5C
MOUNT SIGNS ON SIGNAL POLE
30
WLY
SE SAN MARCOS AVE.
CLACKAMAS
1' 6"
SE WEBSTER RD 4"C
1' 0"
TYPE "U"
CLACKAMAS RD. 5"C
MOUNT SIGNS ON SIGNAL POLE
DEAD END
SPEED LIMIT 20
MOVED FROM STA 61..
REMAIN IN PLACE
BIRCH WAY
24
30
MATCH LINE 30 A
SE
REMOVE RIVER

① Stop & Street Name Sign

② Bus Stop Sign

③ NO PARKING 12" 4'0 3'"

④ Bike Route

1 Existing Sign to Remain in Place

2 Existing Sign & Support to be Removed

3 Install New Sign & Support

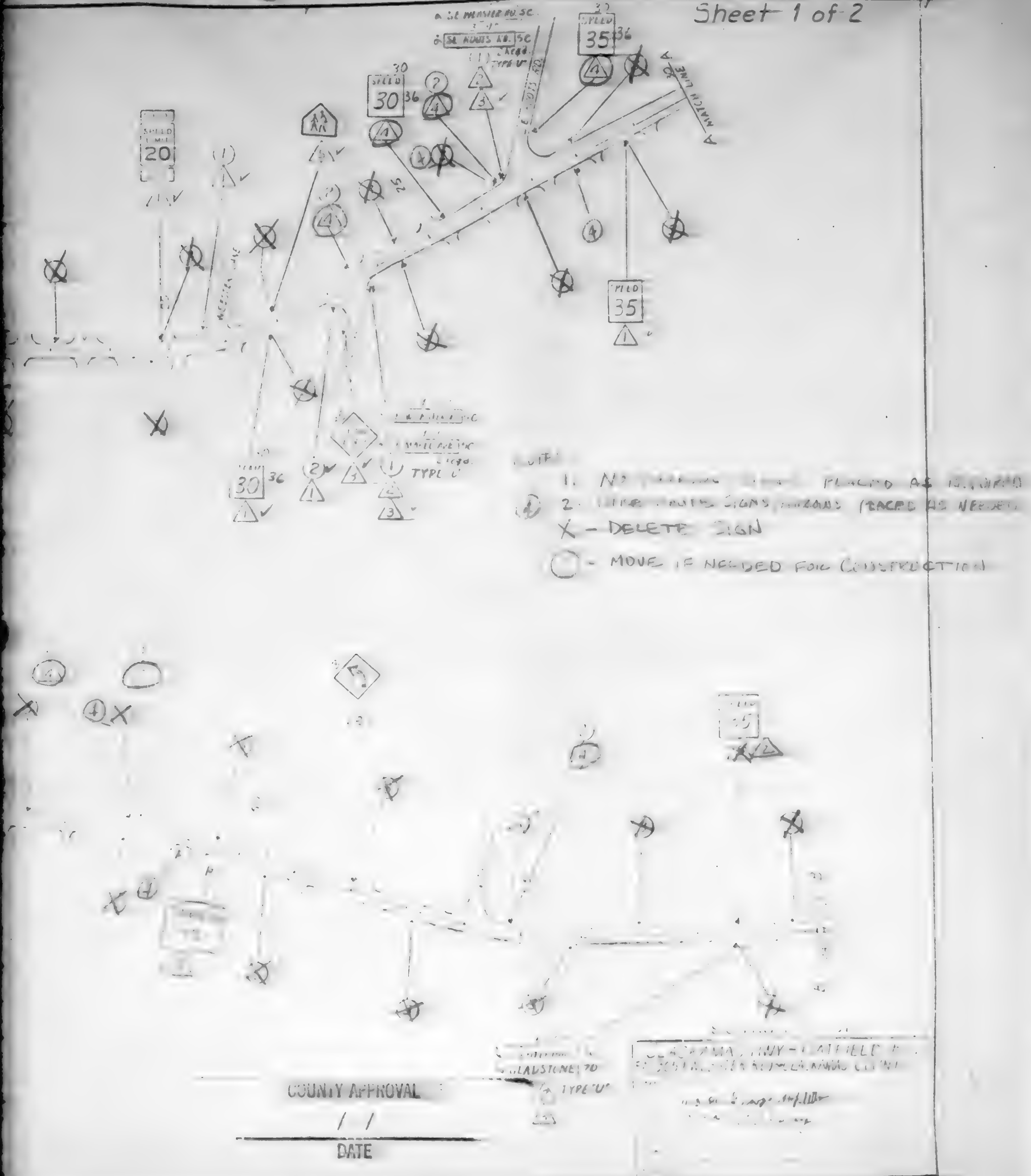
4 Move Existing Sign & Support

5 Install Existing Sign on New Wood Post

6 Existing Sign & Support to be Moved Out as Required For Construction

SIGNALIZED INTERSECTION

Sheet 1 of 2

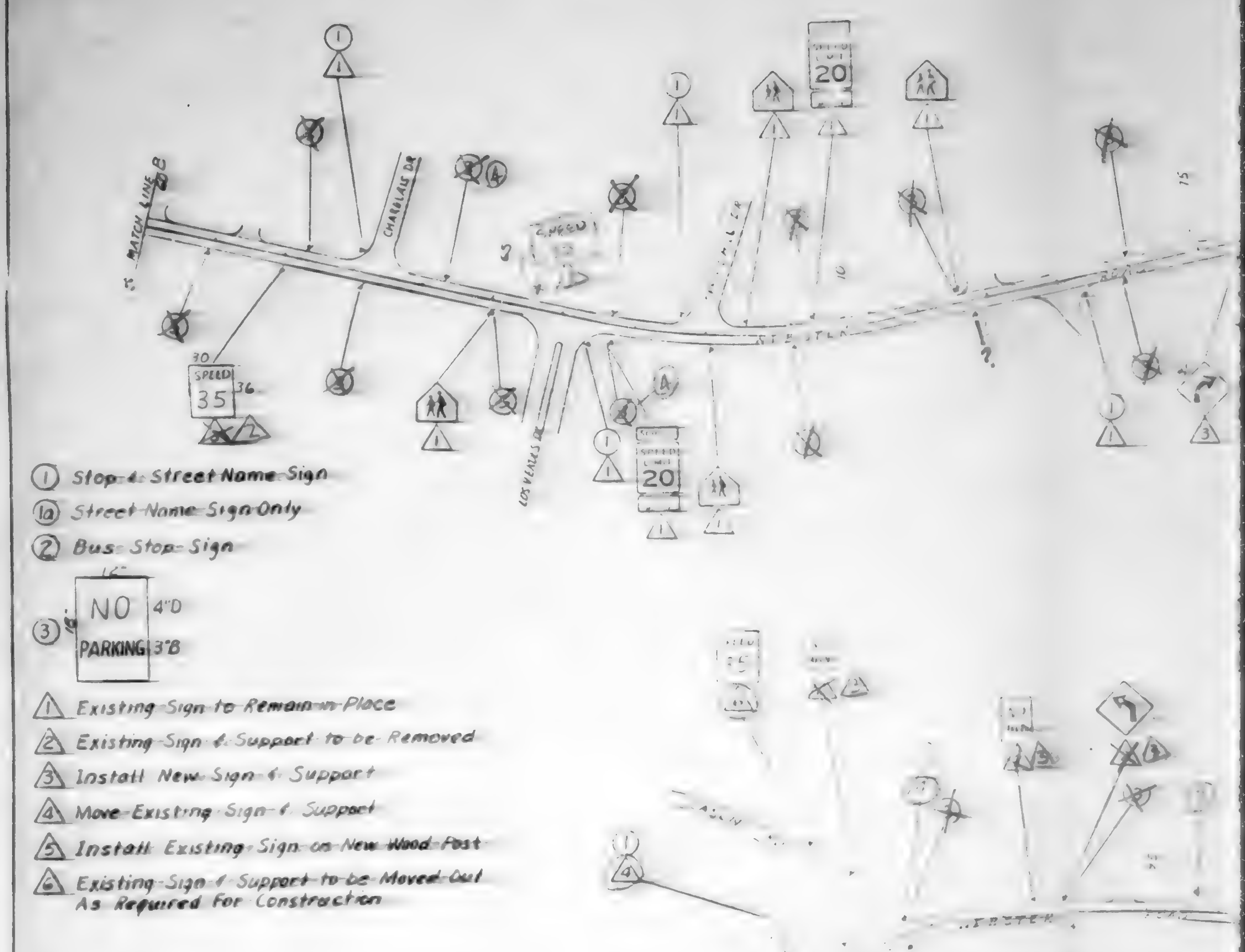

SE WEBSTER RD. SC
SE ROOTS RD. SC
TYPE "U"
SPEED 30
SPEED 35
SPEED LIMIT 20
SPEED 35
SPEED 30
TYPE "U"
MATCH LINE
GLADSTONE 70
TYPE "U"
COUNTY APPROVAL
/ /
DATE

NOTES:

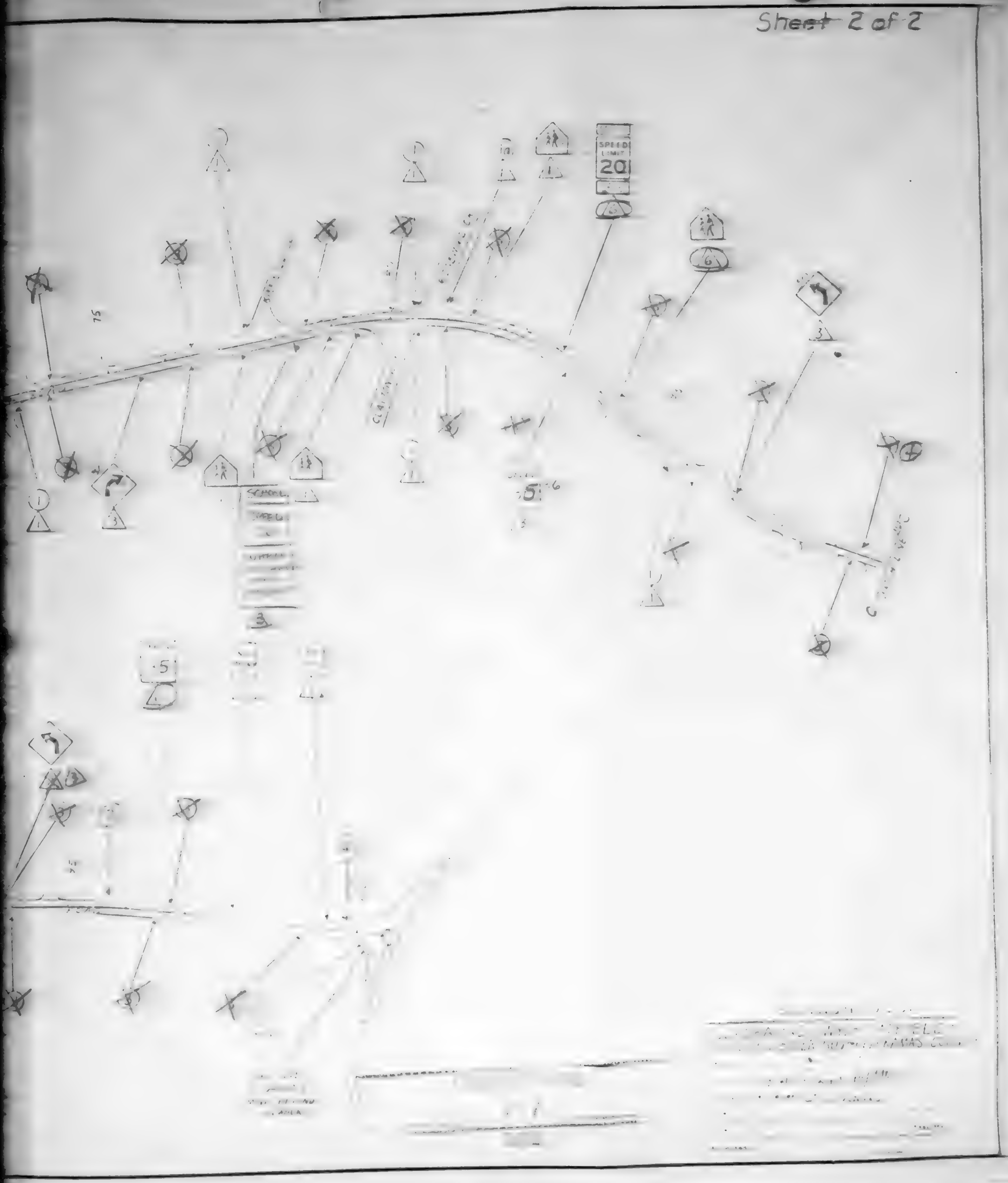
1. NO PARKING SIGNS PLACED AS REQUIRED
2. [illegible] SIGNS [illegible] PLACED AS NEEDED

X - DELETE SIGN

◯ - MOVE IF NEEDED FOR CONSTRUCTION


MATCH LINE
CHARBLAIS DR
LOS VERALES DR
SPEED 35
30
36
SPEED LIMIT 20
SPEED
FOSTER
① Stop & Street Name Sign
①a Street Name Sign Only
② Bus Stop Sign
③ NO PARKING
12"
4"D
3"B
⚠1 Existing Sign to Remain in Place
⚠2 Existing Sign & Support to be Removed
⚠3 Install New Sign & Support
⚠4 Move Existing Sign & Support
⚠5 Install Existing Sign on New Wood Post
⚠6 Existing Sign & Support to be Moved Out As Required For Construction
SIGNALIZED INTERSECTION

Sheet 2 of 2


SPEED LIMIT 20
SCHOOL
SPEED
CLAYTON
6
3
5
1

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 9, 1982

Versteeg
Adams
[illegible]livan

RECEIVED
FEB 11 1982
ROAD DESIGN
SECTION

In Reply Refer to
File No.
~~303-1913~~
Do Not File
Return to
Action

WINSTON KURTH, Deputy Director
Department of Public Works
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Subject: Intersection Redesign
Clackamas Highway - Gladstone NCL
Webster Road Project

Enclosed are the two designs for the Clackamas Road signalized intersection. The original design with the two roads aligned is the most desirable configuration. However, it does require extensive right-of-way from the property in the northwest quadrant. The alternative design minimizes the amount of right-of-way required, this design is not considered a desirable configuration but a minimum acceptable design. It is felt the minimum design will function since the traffic volumes west of Wesbster Road are very light.

The potential for automobiles ending up in the front yard of this property is more with the minimum design, but no worse than the condition that exists today.

Please proceed with your review of these design alternatives with your neighborhood groups and recommend a design that we should proceed with. Also, I have attached a set of plans covering the entire project from the Clackamas Highway to Oatfield Road for informational purposes.

JAMES D. McCLURE
Project Development Manager

JDM:po

cc: Donald R. Adams
Curtis H. Duval
E. C. Dunn

Attachment

REFERRED TO
Beard
Cole Mann
Erikson Watson
Hagen Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Have McClure send attachment.

GARY

Webster Road Project was originally part of TSM group of projects

part county, part City of Gladstone

is now Clackamas Hwy – Oatfield Rd

county wanted to constr 2 intersect

Webster @ Thiessen $19000 orig.

Webster @ Oatfield

Bill Hoffman
Monitoring Resident

Now Webster @ Thiessen has spent 38000

~~for~~ : planing

a.c. @ $60/ton

Got verbal approval from Metro for $4200 a.c.; total now 23200

Can we remove the paving work from the contract and use the money thus released for 85% of $4200 to pay for the paving which really cost $9500 but which the co did when they said they wouldn't do it?

[illegible]

DISCUSSION [illegible] TO REQUEST [illegible] ISSUES. [illegible] MUST [illegible] WORK [illegible] PARTICIPATION

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: MEMO TO THE FILE

DATE: September 25, 1981

FROM: D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Clackamas Highway-Oatfield Road Section
FAU 9659 (Webster Road)
Clackamas County

A plans-in-hand review on the subject project was held on September 24, 1981 in the Region I office.

The following attended:

Don Stoudenmeyer	Final Design
Bill Hoffman	Resident Engineer
Paul Galloway	Specifications
Denis Miller	Final Design
Marion Craft	Region Office
Ted Inloes	Region Office
Wayne Schulte	Assistant Resident Engineer

The meeting was held at Region's request because they determined that there were discrepancies between the plans and what exists on the ground. Region wanted some revisions to drainage, curbs and paving limits which were mutually agreed to and the plans will be revised. It was noted that rock excavation will be required in some areas. Specifications will handle. Metro brought some alignment and drainage revisions in since the meeting and these will be added to the plans.

The Resident Engineer requested that utilities be shown on the signal plans. By a copy of this memo, I am requesting Traffic to do so.

DNS:rlr

cc: D. N. Stoudenmeyer
Bill Hoffman
Paul Galloway
Denis Miller
Marion Craft
Ted Inloes
Wayne Schulte
Bud George

RECEIVED
SEP [illegible] 1981
ROAD DESIGN
SECTION

File Nos. 303-1963 & 303-1993

..15

OREGON STATE HIGHWAY DIVISION

TO: Jim Rose

SUBJECT: Clackamas Hwy - Oatfield Rd. Sec.
Webster Rd.
Clackamas County

FROM: Curt Duvall

DATE: 9-24-81

Attached, Approved As Noted preliminary plans from the City of Gladstone and Clackamas County for subject project. The comments in red on both sets of plans have been reviewed in the field and changes are in process of being made. The City of Gladstone has requested their utilities being adjusted under the contract (see attached letter). I have discussed this with Al Kelb, if this is a city street the adjustment is a job charge, otherwise it will be the cities responsibility. Gary Kenyon will resolve this once the street ownership is determined.

Curtis H. Duvall

9-25-81

Buzz Swan — Here are approved plans from County and City. Metro forwarded comments earlier (9-3-81) Please note and distribute.

Jim Rose (SIGNATURE)

PLEASE REPLY HERE

CC: (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

OREGON

TRANSPORTATION

WAY DIVISION

POSED PROJECT

OVERALL Proj. Length = 2.7 miles

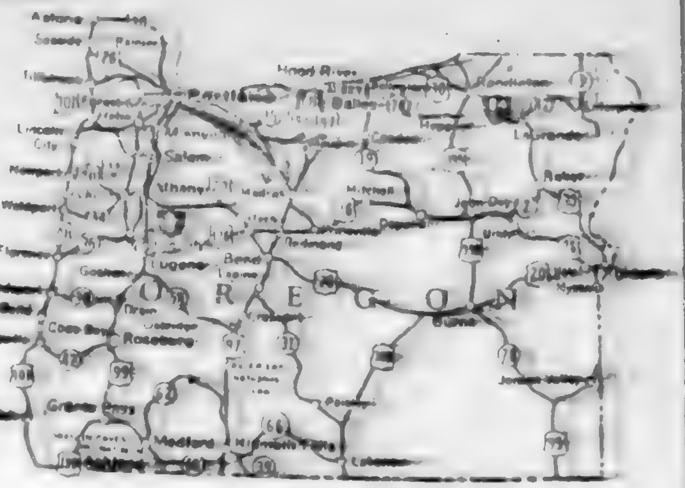
PRELIMINARY COPY
AUG 21 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

CLACKAMAS HWY - OATFIELD RD. SEC. FAU 9659 (WEBSTER RD.) CLACKAMAS COUNTY				Sheet No. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			Sec. Index

-OATFIELD RD. SEC.

VEBSTER RD.)

AS COUNTY



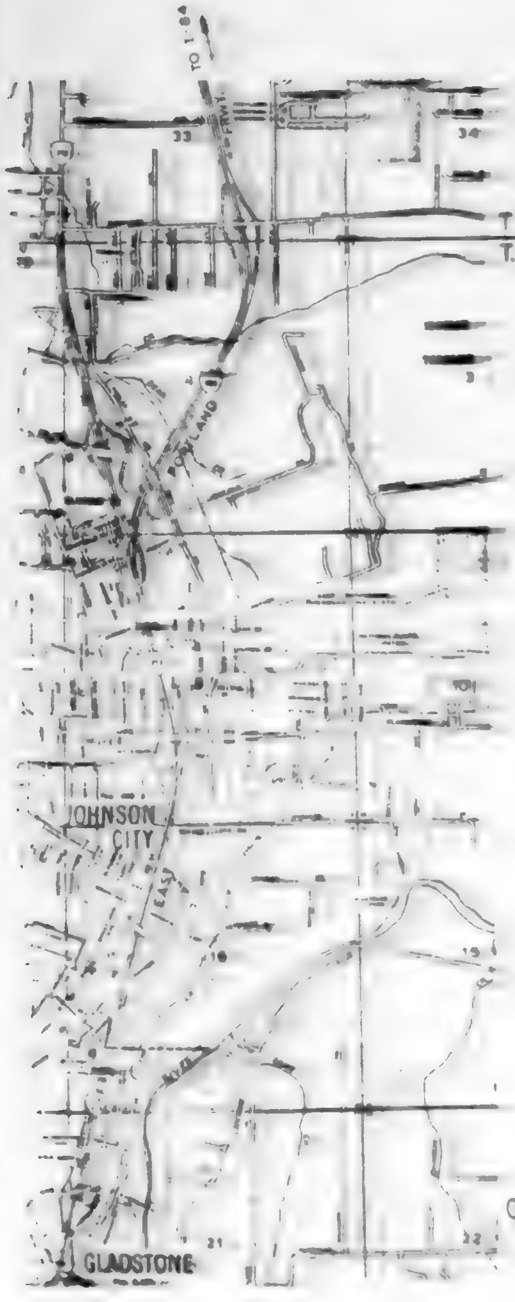
APPROVED AS NOTED

Administrator

For City of Gladstone

Date 9-18-81

PRELIMINARY COPY
SUBJECT TO CHANGE



h Map

Feet
00 4000

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

THOMAS J. VANDERZANDEN
Project Development Director

WINSTON W. KURTH
Deputy Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

September 18, 1981

Jon Rose
Attn: Curt Duval
Federal Aid Specialist
Metro Branch
5821 N.E. Glisan
Portland, OR 97213

Pursuant to our September 16, 1981, meeting with Gladstone in regards to the changes on Webster Road project.

The shifting of the center line at Cason Road will help in reducing the right-of-way needed from Mr. Oberson. It is felt that we will be able to obtain the property now.

Also, adding drain tile to the west side of Webster near Las Verdes is a good safety improvement.

The change at Roots Road to narrow the approach to Webster Road as we discussed is acceptable.

The County has overlaid the Webster and Thiessen intersection and can be eliminated from the plans.

Enclosed are a set of plans approved subject to the changes as agreed upon.

Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer
Policy & Project Development Division

/mb

Encl.

902 ABERNETHY ROAD • OREGON CITY, OREGON 97045 • (503) 655-8521

F OREGON

TRANSPORTATION

WAY DIVISION

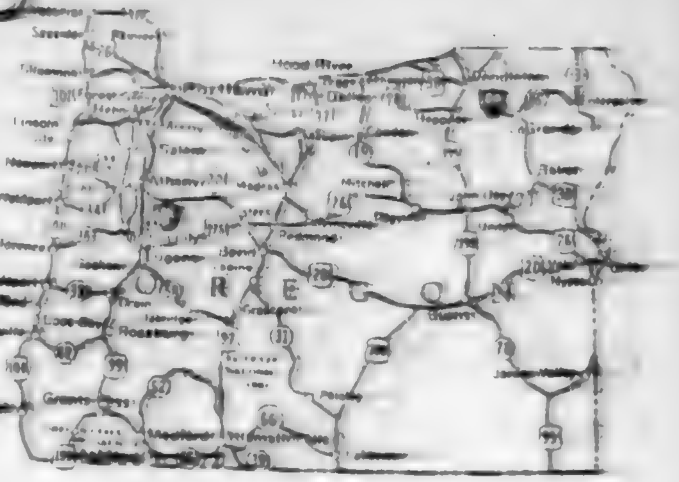
OPOSED PROJECT

Overall Proj. length = 2.7 miles

PRELIMINARY COPY
AUG 21 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

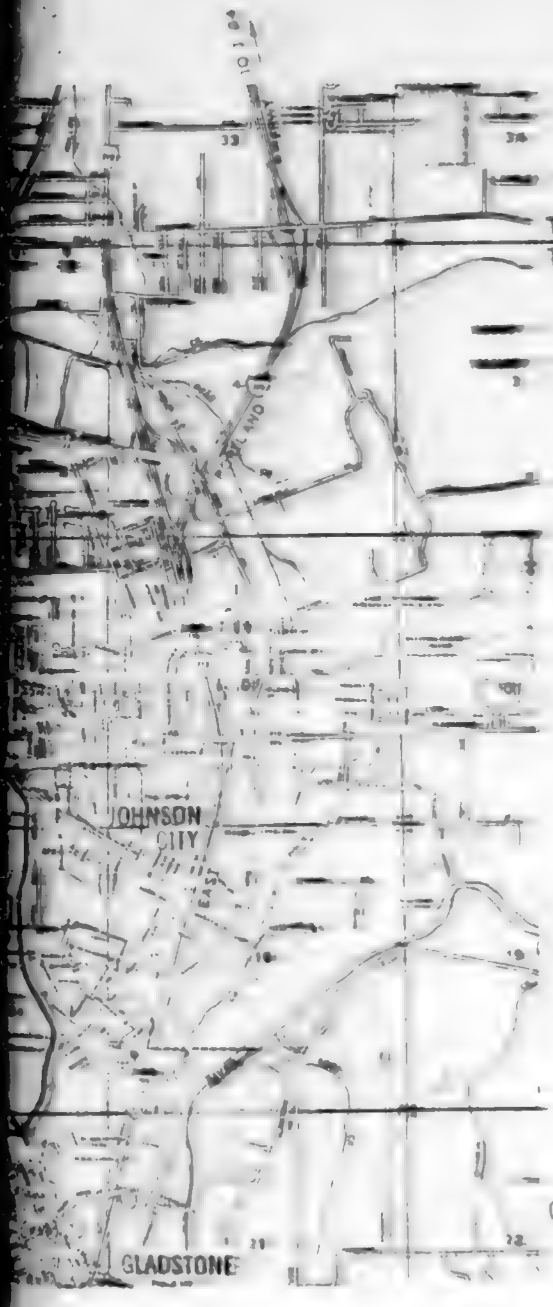
CLACKAMAS HWY.—OATFIELD RD. SEC. FAU 9459 (WEBSTER RD.) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

—OATFIELD RD. SEC.
(WEBSTER RD.)
MAS COUNTY



APPROVED AS NOTED
Raymond J. Wright
Traffic Engr.
For Clackamas County
Date: 9/17/81

PRELIMINARY COPY
SUBJECT TO CHANGE



etch Map
Feet
2000 4000

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGIN

OREGON TRANSPORTATION COMMISSION
Anthony Yturri — CHAIRMAN
Tom Walsh — VICE CHAIRMAN
Peter J. Brix — COMMISSIONER
Robert F. Dwyer — COMMISSIONER
N. B. Giustina — COMMISSIONER
Fred B. Klaboe — DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER — DATE

TRA 7 Clackamas Co.

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TO: J. H. Versteeg ATTN: DATE: September 18, 1981
Road Design Engineer Lyle Watson

FROM: L. E. George
Traffic Engineer

SUBJECT: Bicycle Lane Delineation
Clackamas Highway - Oatfield Road Sec.
Webster Road
Clackamas County

You recently asked for our recommendations for bicycle lanes at locations with separate right turn lanes. As far as we are concerned the proper design is not to place the bicycle lane between the right turn lane and the through lane. The state standard is still to use a shoulder lane when the bike lane is continued through an intersection with a separate right turn lane.

L. E. George
Traffic Engineer

DH/db

cc: Frank Terpin
Dom Adams w/attach.

REFERRED TO
Boudenmeyer
Larson
[illegible]

1 Versteeg ✓
2 Anderson ✓
Christensen
3 Olson
Sullivan
Action

RECEIVED
SEP 21 1981
ROAD DESIGN SECTION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-9659(5)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Clackamas
4. PROGRAM NO.	
5. ITEM NO.	90183

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/17/81	FAU 9659	County Road

10. GENERAL LOCATION:
Clackamas Highway - Gladstone NCL Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/16/81 I approve the revised Preliminary Engineering Costs to a TEC of $30,000 Federal Funds $25,500.

(Increase TEC $5,300 Federal Funds $4,505 Appn. Code 772 from 81' Supplemental Allocation).

RECEIVED
STATE HWY ENGR
SEP 24 '81
REFER TO Moehring
FOR
Info | Inves. | R/W | D.S. | Spec. | [illegible] | [illegible]

[illegible]
9-24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/17/81		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90183
Project No. IX-9659(5)
Clackamas Hwy.-Gladstone NCL Section
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $5,300 in total cost and Federal obligation of $4,505 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$30,000	$25,500	---	---
Previous	24,700	20,995	---	---
Difference	$ 5,300	$ 4,505	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

Form E-[illegible]

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Clackamas Hwy. --Gladstone North City Limits

Date: September 11, 19 81

Highway: Webster Road (FAU 9659)

Authorization No.: 3

County: Clackamas

Survey Prefix: 303-1913
(Assigned by Salem office)

Description of termini, route, length, etc.: Site locations at the intersection of Webster Rd. with Thiessen Rd., Hwy. 224, Clackamas Rd., Roots Rd.; and bike/pedestrian improvements from the Gladstone city limits to Bilquist School.

Proposed:
Thiessen Rd.-provide actuator to traffic signal, overlay intersection.
Hwy. 224--Install internal illuminated lane control signs.
Clackamas Rd.-Intersection widening and signal.
Roots Road--Intersection widening, bike/ped facility, 12-ft. travel lanes and 6-ft. shoulders.

Purpose of survey:
State to perform field survey, and complete PS&E.

Estimate of cost: $417,700 (construction)
F.A. No. IX-9659(5)
Funding: FAIX (Mt. Hood Transfer
Class II, Categorical Exclusion

Field Survey	(901)	17,000
Citizen Participation	(902)	
City or County	(903)	500
Consultant	(904)	
Final Design	(905)	4,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	1,000
Traffic	(911)	3,000
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	400
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,500
Administrative Services	(922)	50
Environmental	(923)	500
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 30,000
Previous authorization	24,700
Additional authorization requested	5,300
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

D.R. ADAMS, Project Development Engineer

SP*23604-131

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	13 500	17 000
902	Citizens involvement		
903	Payment to local government	500	500
904	Consultant fees		
905	Final Design	4 000	4 000
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)		
909	Right of way descriptions	500	1 000
910	Soils and geology	500	1 000
911	Signing (traffic department)	3 000	3 000
912	Landscape department		
913	Right of way - liaison & relocation	500	1 000
914	Utility liaison	400	400
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		
920	Project management	50	50
921	Specifications	1 500	1 500
922	Administrative Services - engineering	50	50
923	Environmental Section	200	500
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 24 700	$ 30 000

Section: CLACKAMAS HWY - GLADSTONE NCL

Highway: WEBSTER RD

County: CLACKAMAS COUNTY

Prefix: 302-1913

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90050
Project No. IX-9659(3)
Gladstone NCL-S.E. Oatfield Rd. (Gladstone) Sec.
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $11,910 in total cost and Federal obligation of $10,120 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$38,910	$32,975	---	---
Previous	27,000	22,855	---	---
Difference	$11,910	$10,120	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	16,000	21,000
902	Citizens involvement		
903	Payment to local government		
904	Consultant fees		
905	Final Design	3,000	3,000
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)		
909	Right of way descriptions	1,000	5,000
910	Soils and geology	1,000	1,500
911	Signing (traffic department)	2,500	3,500
912	Landscape department		
913	Right of way -- liaison & relocation	1,000	2,000
914	Utility liaison	1,000	1,000
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		
920	Project management	50	50
921	Specifications	1,200	1,200
922	Administrative Services -- engineering	50	50
923	Environmental Section	200	500
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		110
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 27,000	$ 38,910

Section: GLADSTONE NCL - OATFIELD RD

Highway: WEBSTER RD

County: CLACKAMAS

Prefix: 302-1903

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 14, 1981

File No: 303-1903 and 303-1913

TO: F.E. TERPIN
Location Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Clackamas Hwy.-Oatfield Rd.
Webster Road
Clackamas County

I request your approval of the two attached Authorities for Survey for this project. The Clackamas Hwy.-Gladstone NCL section and the Gladstone NCL-Oatfield Rd. section of Webster Rd. have been combined into one project for construction. Both sections require the approval of Authorities for Survey No. 3 to complete the preliminary engineering.

The field survey function is the major reason for the overrun on each section. The difficulty in establishing the existing right-of-way on Webster Road caused additional field work on both sections that was not anticipated. The existing alignment of Webster Road does not entirely conform to the legal descriptions which caused difficulty in establishing the existing right-of-way and recovering private property corners.

The Authority for Survey for $30,000 on the Clackamas Hwy.-Gladstone NCL section is 7.2 percent of the construction estimate of $417,700. The Authority for Survey for $34,910 on the Gladstone NCL-Oatfield Rd. section is 11.7 percent of the $297,400 construction estimate.

The federal funds necessary to cover these increased authorities are to come from the supplemental FAIX allocation.

TAS:ECM:JS

cc: D.R. Adams
C.H. Duval
E.J. Dunn
J.R. Rose
D.E. Swan
G.E. Zenner
J.L. Gaither
C. Laux
R.C. Brooks

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Gladstone North City Limits - Oatfield Rd.

Date September 11, 1981

Highway Webster Road (FAU 9659)

Authorization No. 3

County Clackamas #3

Survey Prefix 303-1903 (Assigned by Salem office)

Description of termini, route length, etc.: The routing is that of existing Webster Rd. and consists of work at three locations: 1) Oatfield Rd. 2) Cason Ln. and Ridgewood Dr. 3) North city limits to Oatfield Rd.

Proposed:

1) Oatfield Rd.-improve intersection by widening and installing full signalization
2) Cason & Ridgewood - redesign to reduce degree of curvature
3) NCL-Oatfield - provide additional width on the west side of Webster for pedestrian/bike path.

Purpose of survey: State to perform field survey and complete PS&E.

Estimate of cost: $297,400 (construction)

Funding: FAIX (Mt. Hood Transfer)

Class II, Categorical Exclusion

F.A. No. IX-9659(3) 9-17-81

Field Survey	(901)	21,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	~~1,000~~ 3
Soils & Geology	(910)	1,500
Traffic	(911)	3,500
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	1,000
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,200
Administrative Services	(922)	50
Environmental	(923)	500
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	110

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey 36,910 $ ~~34,910~~

Previous authorization 27,000

Additional authorization requested 9,910 7,910

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Curtis H. Duval

CURTIS H. DUVAL, Metro Location Engineer ~~Field Engineer~~

Recommended for Approval:

D.R. ADAMS, Project Development Engineer ~~Regional Engineer~~

SP*23604-734

Recommended for Approval: George C. Wille

Location Engineer Lead

Approved: J H Wiersting for CH

Assistant State Highway Engineer

75-

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Clackamas Hwy. - Gladstone North City Limits
Highway: Webster Road (FAU 9659)
County: Clackamas
#3

Date: September 11, 1981
Authorization No.: 3
Survey Prefix: 303-1913
(Assigned by Salem office)

Description of termini, route, length, etc.: Site locations at the intersection of Webster Rd. with Thiessen Rd., Hwy. 224, Clackamas Rd., Roots Rd.; and bike/pedestrian improvements from the Gladstone city limits to Bilquist School.

Proposed:
Thiessen Rd.-provide actuator to traffic signal, overlay intersection.
Hwy. 224 - Install internal illuminated lane control signs.
Clackamas Rd.-Intersection widening and signal.
Roots Road - Intersection widening, bike/ped facility, 12-ft. travel lanes and 6-ft. shoulders.

Purpose of survey:
State to perform field survey, and complete PS&E.

Estimate of cost: $417,700 (construction)
F.A. No. IX-9659(5) 9-17-81
Funding: FAIX (Mt. Hood Transfer
Class II, Categorical Exclusion

Field Survey	(901)	17,000
Citizen Participation	(902)	
City or County	(903)	500
Consultant	(904)	
Final Design	(905)	4,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	1,000
Traffic	(911)	3,000
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	400
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,500
Administrative Services	(922)	50
Environmental	(923)	500
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 2 1981
LOCATION SECTION

Total estimated cost of survey	$ 30,000
Previous authorization	24,700
Additional authorization requested	5,300
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 10, 1981

File No: 303-1913
303-1903
203-1901
203-1913

TO D.H. MOEHRING Attn: D.E Swan
Assistant State Highway Engineer

FROM T.A. SPENCE
Plan & Program Manager

SUBJECT Postponement of Webster Road Project
Project Prefixes: 303-1913, 303-1903,
203-1901, 203-1913.

Bernie Straight of Clackamas County told me on September 8 that they can't clear the right-of-way for the Webster Road project (Clackamas Hwy.-Oatfield Rd.) in time to allow PS&E during this fiscal year. We have made obligations of FAIX funds for construction from the Priority I list. We had planned on making additional obligations from the Supplemental FAIX fund. Now, we will not make any additional obligations of FAIX funds for construction on Webster Road until FY 1982.

In lieu of the Webster Road projects, Clackamas County has requested that two projects be advanced to PS&E and obligated during FY 81. They are:

	PS&E Estimate
Oatfield Rd. @ Thiessen Rd.	$174,250 (federal)
Harmony Rd. @ Price Fuller Rd.	$131,750 (federal)

Both these projects should be obligated for construction from the Supplemental FAIX funds.

We had planned to use "unneeded" Supplemental FAIX funds for right-of-way on Powell Blvd, SE 50th-SE 82nd Ave. Because the obligation of these two projects will deplete the amount of funds available for that, we will look to make de-obligations and transfers to Powell Blvd. right-of-way early in FY 1982 to replace the obligations that we are now making for these two Clackamas County projects.

TAS:ECM:JS

CC: R.N. Bothman
D.R. Adams
C.H. Duval
J.R. Rose
R.C. Brooks

W

7522

MA PDM PDE FFM SPC
ODOT-METRO

SEP 8 1981

BM PAR PPC FILE T/A

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

September 4, 1981

Jon Rose
Attn: Tom Schwab
Federal Aid Specialist
Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Enclosed please find the preliminary plans for Clackamas Road and Webster Road signal. Also, enclosed is the Webster Road and Oatfield Road signal plans.

We have reviewed both signal plans and have made several changes as indicated.

We have discussed the non-standard sign "right turns yield to peds" with Mr. Al Kolb of Gladstone. We feel that as the sign is not a State accepted sign and not located to provide the necessary message, that it should not be used. Mr. Al Kolb concurs with this concern.

Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer
Policy & Project Development Age

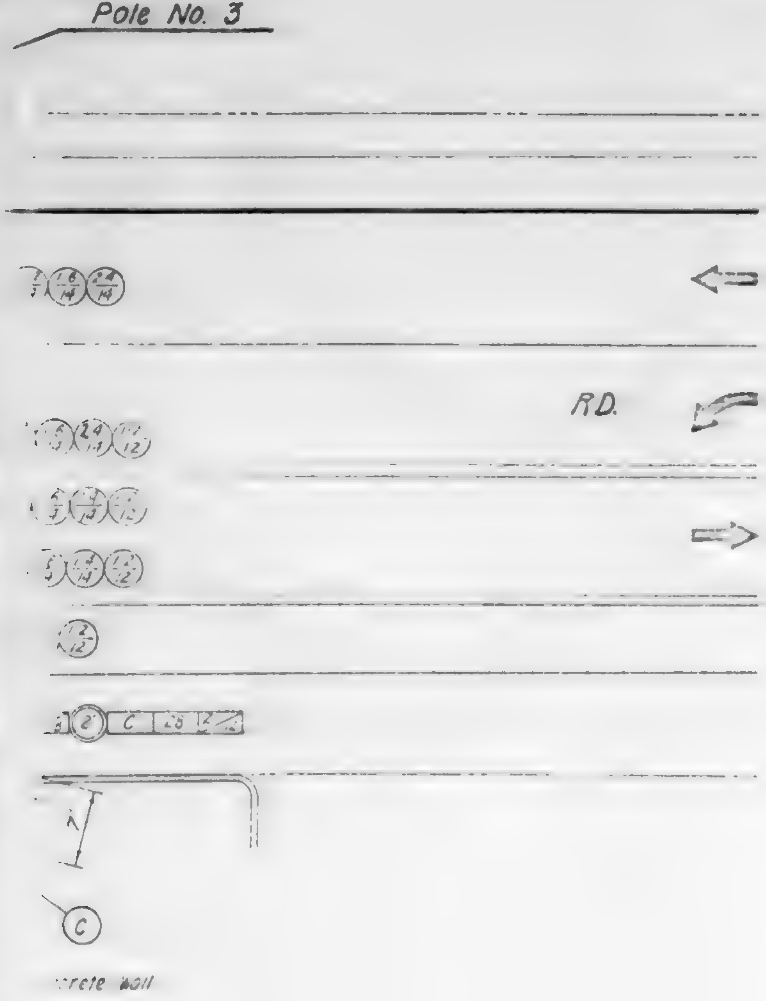
/mb

Date 9-10-8
From Metro JON ROSE
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1

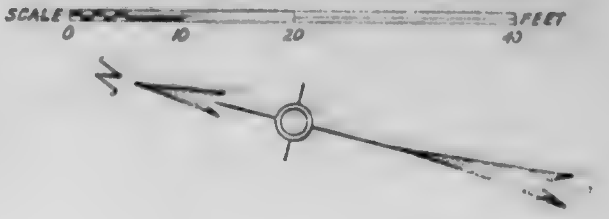
Comments: Here are subject plans with County approval. County comments in red, Tom Schwabs recommendation in green.
Metro Staff review and Co approval were sent to you 8-31 and 9-2
Jon Rose

902 ABERNETHY ROAD • OREGON (

Add or replace North
x-walk OK T.L.



SIGNAL PLAN
WEBSTER RD. AT CLACKAMAS RD.



L E G E N D

- Existing power pole (power source)
- Install Model 170 controller in Model 332 cabinet
- Install Type [illegible] standard strain pole
- Install [illegible] vehicle signal
- Install Phase (Ph) programmed vehicle signal
- Install Type (T) modified pedestrian signal
- Install Phase (Ph) pedestrian pushbutton with instruction sign
- Install interior illuminated "LEFT TURN SIGNAL" sign
- Install interior illuminated through and left arrow sign
- Install terminal cabinet
- Install service cabinet with 40 amp SP circuit breaker
- Install [illegible] meter base
- Install [illegible]
- Install (N) No. [illegible] Type [illegible] wire
- Install [illegible] Type TW wire
- Install [illegible] wire No. (G) control cables
- Install 3/8-inch galvanized steel messenger cable
- Install 1/4-inch galvanized steel tether wire
- Install (S)-inch electrical conduit
- Install 2-inch conduit stub (cap both ends)

T = Type shown
Ph = Phase shown
X = Number shown
G = AWG size shown
S = Size shown

N = Number of conductors shown
123 = 8" R, 8" Y, 8" G
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

- Install interior illuminated right arrow "ONLY" sign

PRELIMINARY COPY
AUG 20 1981
SUBJECT TO MUTUAL REVIEW

APPROVED AS NOTED WITH PED CHANGE
Bernard L. Straight
Traffic Engr.
For
Date 9/1/81

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY.~OATFIELD RD. SEC.
FAU [illegible] (WEBSTER RD)

8157

OREGON STATE HIGHWAY DIVISION

SUBJECT: Traffic Signal
Clackamas Hwy - Oatfield Rd
Webster Rd
Clackamas County

DATE: Sept. 2, 1981

TO: Jon Rose

303-1903

FROM: Aust Duerst

Attached approved as noted preliminary plans for subject project. Tom Schwab has resolved the problems the city of Gladstone had with the Controller. See comments Dwg. No 8154

Austin H. Duerst

9-2-81

On Aug. 31 I sent Metro Staff review of the subject plans and now the City of Gladstone has approved the plans with a couple of comments. Tom Schwab has discussed these with the City and reports that the City is satisfied with the plans. Please note and forward to Traffic Section.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐

REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

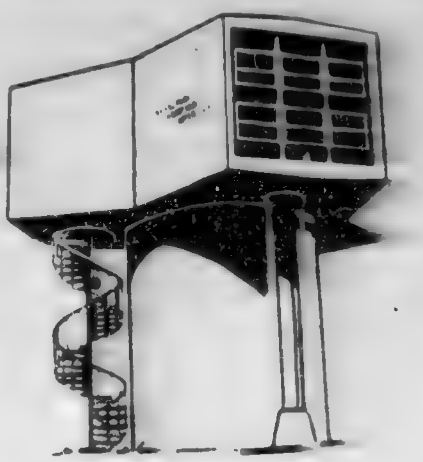
CC: ____________ ____________ (SIGNATURE) ____________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

City of Gladstone

GLADSTONE, OREGON 97027



656-5223

August 31, 1981

MA PDM PDE FFM SPC
ODOT-METRO

SEP 1 1981

BM PAR PPC FILE T/A

Jon Rose
Federal Aid Specialist
Department of Transportation
Metropolitan Branch
5821 N. E. Glisan
Portland, Oregon 97213

RE: PRELIMINARY PLANS - Webster Road, City of Gladstone

Enclosed is one copy of the traffic signal installation plan for Webster Road at Oatfield Road with comments marked in red.

CITY OF GLADSTONE

Leonard A. Strobel

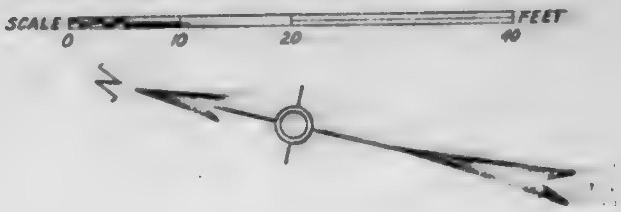
Leonard A. Strobel
City Administrator

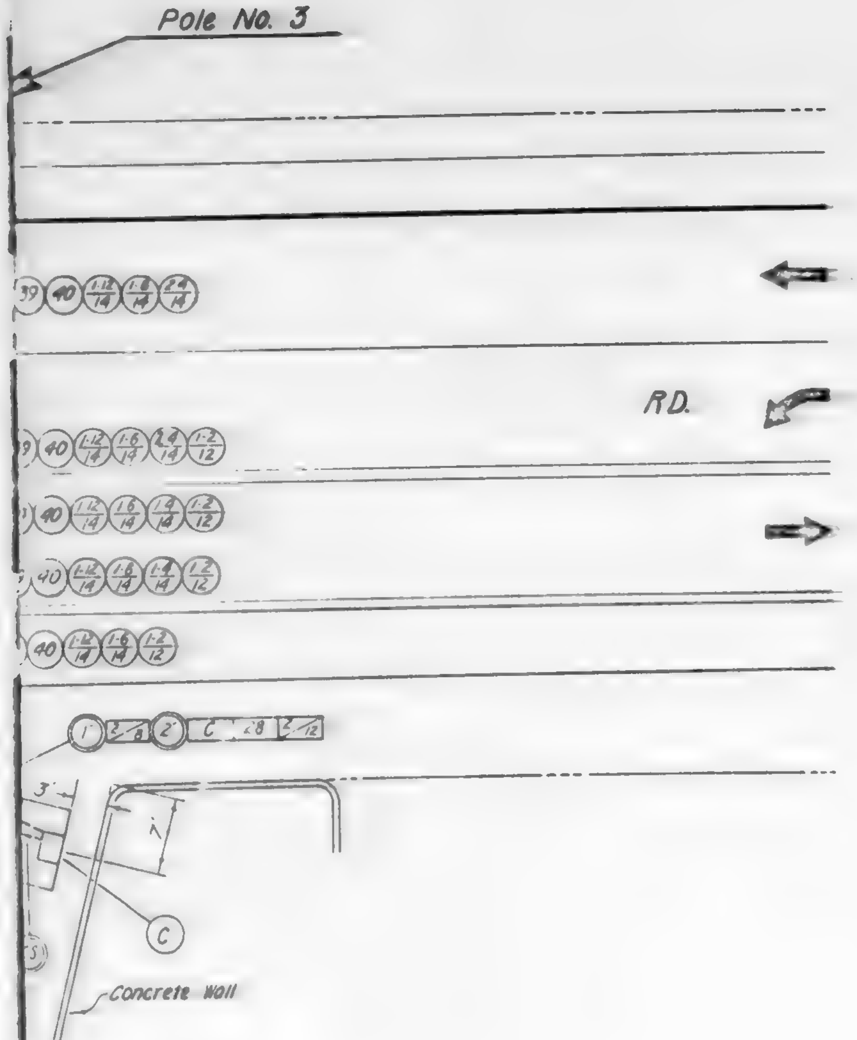
by Vf

Encl.

"GROW WITH GLADSTONE"

SIGNAL PLAN
WEBSTER RD. AT CLACKAMAS RD.





L E G E N D

EP/1	Existing power pole (power source)
C	Install Model 170 controller in Model 332 cabinet
SP/T	Install Type (T) standard strain pole
V/Ph	Install Phase (Ph) vehicle signal
P/Ph	Install Phase (Ph) programmed vehicle signal
P/T	Install Type (T) modified pedestrian signal
PB/Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
OS/LT	Install interior illuminated "LEFT TURN SIGNAL" sign
OS/4L	Install interior illuminated through and left arrow sign
TC	Install terminal cabinet
54	Install service cabinet with 40 amp SP circuit breaker
MS	Install 120 volt meter base
C	Install one No. [illegible] wire (signal) [illegible] common
N	Install (N) No. 14 Type THWN wires
N-G	Install (N) No. (G) Type TW wires
X-N/G	Install (X)-(N) wire No. (G) control cables
39	Install 3/8-inch galvanized steel messenger cable
40	Install 1/4-inch galvanized steel tether wire
S	Install (S)-inch electrical conduit
CS	Install 2-inch conduit stub (cap both ends)

T = Type shown
Ph = Phase shown
X = Number shown
G = AWG size shown
S = Size shown

N = Number of conductors shown
123 = 8" R, 8" Y, 8" G
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

CS/5R	Install interior illuminated right arrow "ONLY" sign

PRELIMINARY COPY
AUG 20 1981
SUBJECT TO MUTUAL REVIEW

APPROVED AS NOTED

For [illegible]

Date

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY.~OATFIELD RD. SI
FAU 9653 (WEBSTER RD.)
CLACKAMAS COUNTY

July 1981

8157

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 1, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90050
Project No. IX-9659(10)
Gladstone NCL-SE Oatfield Rd. (Gladstone) Sec.
SE Webster Road (FAU 9659)
Clackamas County

Attached support data consists of PR-1 forms and project maps which are the necessary documents for my request of February 18, 1981.

This request is based on the November 27, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form 734-3122

Budget Bureau No. 41-R206

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 9-1-81

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2		Co. Rd., Gladstone NCL, S. 0.76 mi. (Gladstone		5,800	---	---	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Shld. Improvm't. & Traffic Sig.								IX-	9659

CARD

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA: Portland

COUNTY NAME: Clackamas

ROUTE NO. U — FEDERAL-AID: 9659 — STATE: Street* — U.S.: ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Gladstone)
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y006 Y031		"Gladstone NCL-SE Oatfield Rd. (Gladstone) Section"	0.0	254,500	(I-80N) 216,325	----	38,175
							PROJECT TOTALS	0.0	254,500	216,325	----	38,175

CARD	CODE	
1	1	PREPARED BY JLG
1	14	PROGRAM APPROVAL DATES 10-18-78 10-01-80

*SE Webster Road

REMARKS Additional Data: Item
Nos. IX-9659(3) & (9).

3031903

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

9-1-81

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Gladstone NCL, S. 0.76 mi. (Gladstone	ADT	5,800	---	---	10	Oregon	41	772	90050

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Traffic Sig.								IX-	9659	(10)		

Interstate Substitutions General Funded

COUNTY NAME: Clackamas CODE: 005

Portland

ROUTE NO.: U FEDERAL-AID: 9659 STATE: Street* U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Gladstone)	CHARACTER OF PROPOSED WORK (Full description)
W								
IST CS		"Gladstone NCL-SE Oatfield Rd. (Gladstone) Section"	0.0	254,500	(I-80N) 216,325	----	38,175	ROW-60' min.; Access Control-none; Parking Restrictions-partial.
	JLG	PROJECT TOTALS	0.0	254,500	216,325	----	38,175	

AL DATES
10-18-78
10-01-80

*SE Webster Road

REMARKS Additional Data: Item No. 90050; Project Nos. IX-9659(3) & (9).

-over-

USCOMM DUSCOMM-DC 48905-P61

GLADSTONE NCL-SE OATFIELD RD. (GLADSTONE) SECTION
PROJECT NO. IX-9659(10)

REMARKS: CONTINUED

Project Data: The work consists of 1) basically shoulder improvement requiring grade, drain and high-type pavement to provide two 12-foot traffic lanes with 8-foot paved shoulders, 2) installation of traffic control signal at intersection of Oatfield Road, 3) incidental work common to this type of project and 4) adjustment of utilities as required.

Data for PR-37:	Y006 (shoulder improvement) -----------	$192,500
	Y031 (traffic signals) ----------------	62,000

Accommodation of Utilities: A State-City Agreement No. 6871 complying with paragraph 6d(1) of PPM 30-4.1 was executed on 1/3/79.

Maintenance: A State-City Agreement No. 6871 complying with Section 116, Title 23 U.S.C. was executed on 1/3/79.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 AE/TIP on pg. 92 as #92.

Trout

NOISE STUDY REPORT

Clackamas Highway-Gladstone N.C.L.
Webster Road, FAU-9659
City of Clackamas
Clackamas County, Oregon

Prepared by:

R. T. Noble, Sr. Environmental Engineer
Environmental Section
Oregon Department of Transportation

August 1981

TABLE OF CONTENTS

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PROJECT DESCRIPTION 1
LAND-USE 1
METHODOLOGY 4
TRAFFIC 4
TRAFFIC NOISE PREDICTIONS 4
NOISE IMPACTS 8
MITIGATION OF NOISE IMPACTS 11
CONSTRUCTION NOISE 13
LOCAL COORDINATION 16

Clackamas Highway-Gladstone N.C.L.
Webster Road, FAU-9659
City of Clackamas
Clackamas County, Oregon

PROJECT DESCRIPTION

Webster Road is a meandering two lane road extending from its southern most intersection with Oatfield Road in Gladstone to its northern most intersection with Clackamas Highway in Clackamas, see Figure 1. The communities of Clackamas and Gladstone are located southeast of Portland, see Figure 2. The road has been designated as a minor arterial and a truck route by the City of Gladstone.

The project extends from the Clackamas Highway intersection to the Gladstone north city limits on the existing alignment and is primarily intended to provide paved pedestrian shoulders on both sides of the road from Clackamas Road to Gladstone NCL matching the existing roadway and paved shoulders from Clackamas Highway to Clackamas Road. The project will include additional work at the following intersections:

> Thiessen Road intersection - install internal illuminated lane control signs, provide traffic actuation of existing traffic signals, and pave intersection with new wear surface.
>
> Clackamas Road intersection - realign the west leg of the intersection (Clackamas Road) to eliminate a minor offset, widen the intersection approaches of Webster Road to provide left-turn pockets, widen the east leg of Clackamas Road to provide a right-turn only lane northbound, and provide a short sidewalk section on the east side of Webster Road to provide a pedestrian landing for Bilquist School students using the intersection.
>
> Roots Road intersection - widen the south approach of Webster Road to provide northbound-to-eastbound right-turn lane and provide short sidewalk landings on both sides of the Roots Road intersection.

LAND USE

The project area is predominantly residential (103) with some commercial (11), agriculture, church (3), apartment (1), and public school (2) usage. The Clackamas County Comprehensive Plan identifies Webster Road as a bikeway although no facilities specifically designated for bicycle use are included in this proposal.

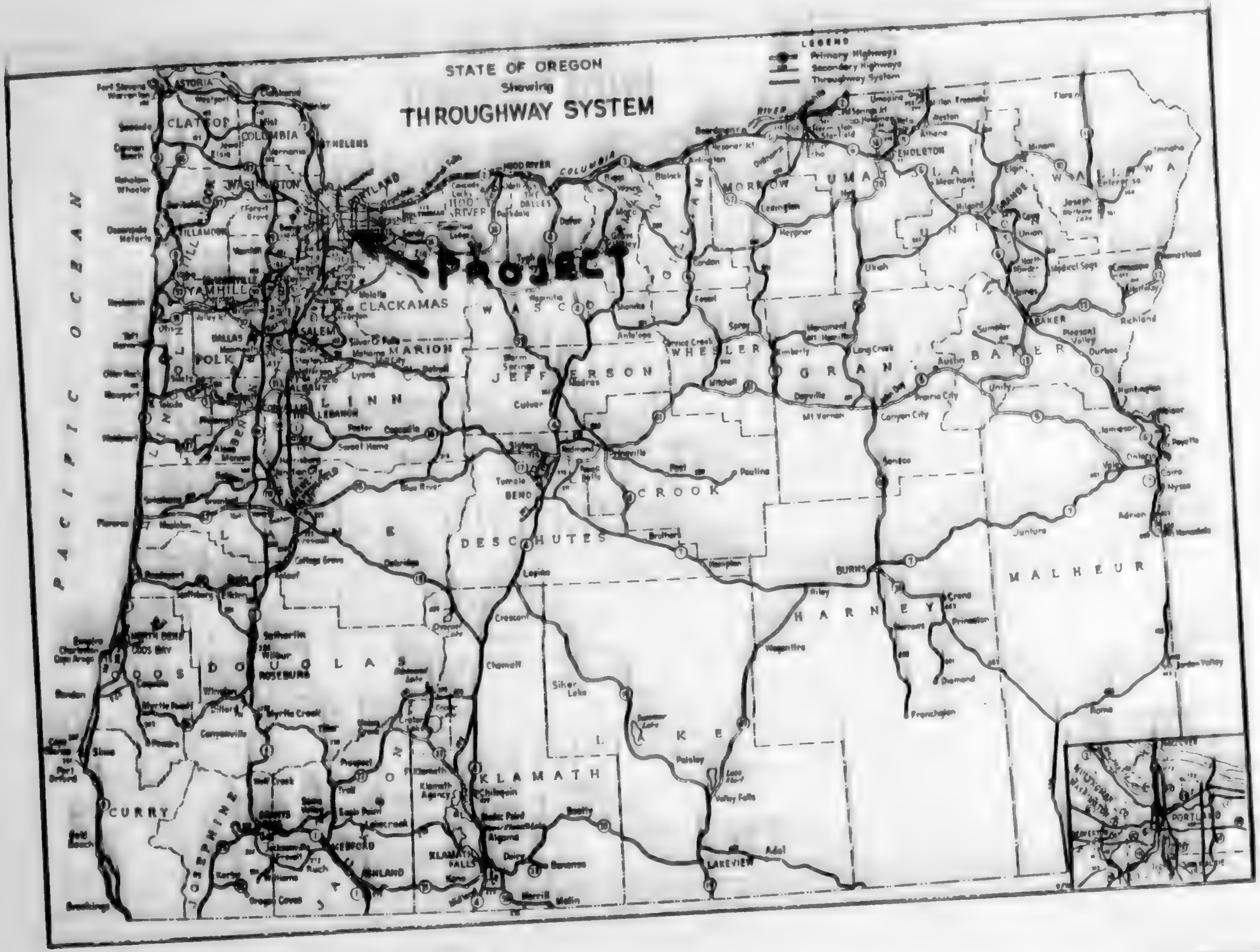

STATE OF OREGON
Showing
THROUGHWAY SYSTEM
LEGEND
Primary Highways
Secondary Highways
Throughway System
PROJECT
PACIFIC OCEAN
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
POLK
LINCOLN
MARION
CLACKAMAS
LINN
BENTON
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
CROOK
JEFFERSON
WASCO
HOOD RIVER
SHERMAN
GILLIAM
WHEELER
MORROW
UMATILLA
UNION
WALLOWA
GRANT
BAKER
HARNEY
MALHEUR
PORTLAND
SALEM
COLUMBIA RIVER

FIGURE 1

PROJECT LOCATION

Clackamas Highway-Gladstone N.C.L.
City of Clackamas
Clackamas County, Oregon

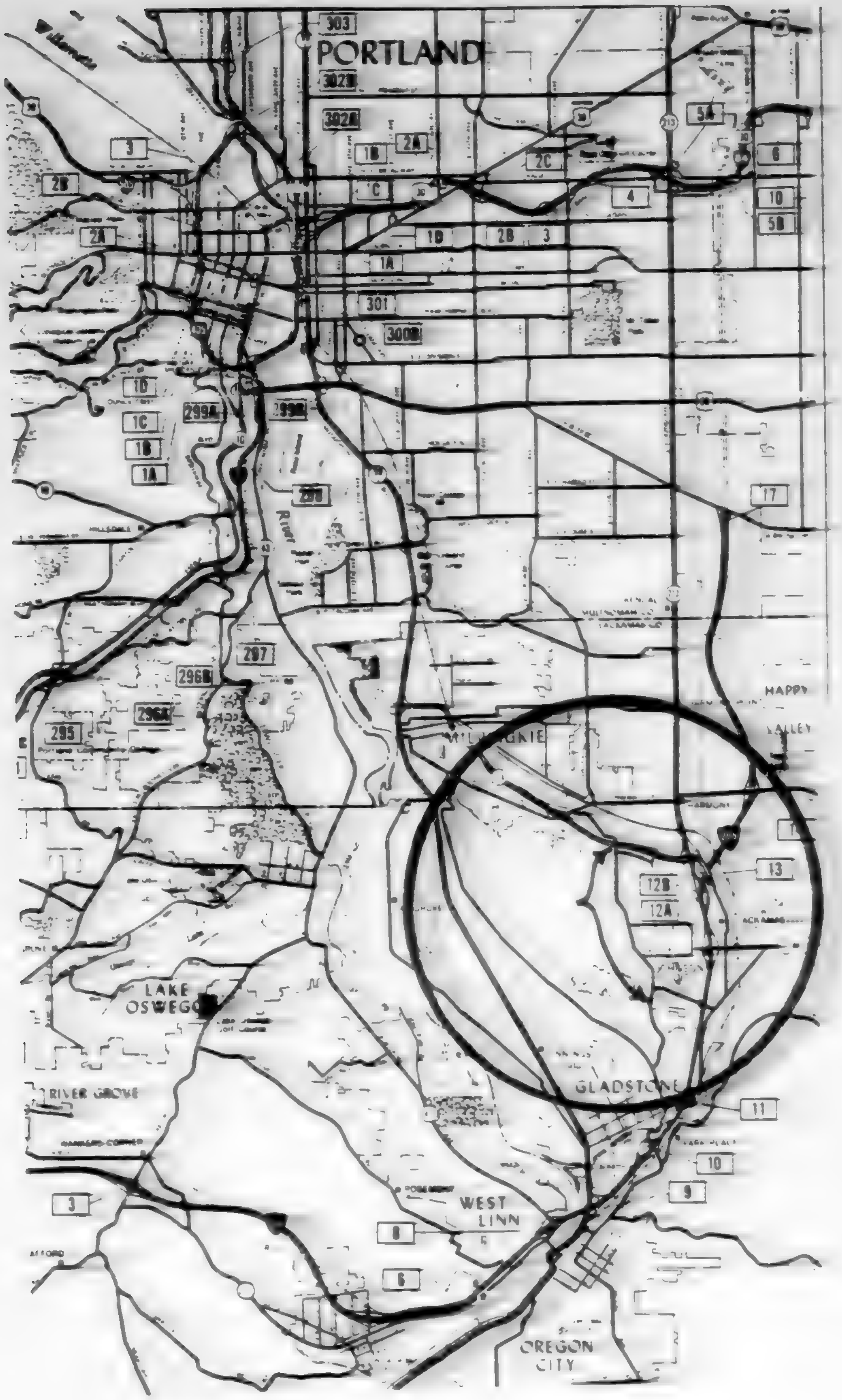

303
PORTLAND
302B
302A
1B
2A
3
2B
2A
2C
4
5A
6
10
5B
1C
1D
2B
3
1A
301
300B
1D
1C
1B
1A
299A
299B
298
17
297
296B
296A
295
HAPPY
VALLEY
MILWAUKIE
13
12B
12A
LAKE
OSWEGO
RIVER GROVE
GLADSTONE
11
10
9
3
WEST
LINN
8
6
OREGON
CITY

FIGURE 2

PROJECT AREA
NOISE ANALYSIS

Clackamas Highway-Gladstone N.C.L.
City of Clackamas
Clackamas County, Oregon

METHODOLOGY

This analysis was conducted in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise". The project is classified as a Type I-B project, or one with uncontrolled access. The FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for noise predictions.

The descriptor used for noise levels on this project is the Leq, or the equivalent steady state sound level containing the same acoustic energy as the time varying sound level during the same time period. The Federal design noise levels for the type of community analyzed in this report are Leq 67 dBA for residential and school property, Leq 72 dBA for commercial property, and Leq 52 dBA for the interiors of residences and schools.

Federal design noise levels refer to the upper limit of acceptable traffic noise level conditions for various activities and land uses. These levels are used to determine the degree of impact of traffic noise on human activities. Table 1 shows various activity categories and their respective design noise levels.

TRAFFIC

The Metropolitan Branch of the Highway Division of the Oregon Department of Transportation developed the traffic data listed in Table 2. In addition to the average daily traffic data, peak hour and peak truck hour data are also included. Since the project does not affect the volume or speed of the traffic, the traffic data is applicable to both the No-Build and Build Alternatives.

TRAFFIC NOISE PREDICTIONS

Traffic noise levels at a distance of 50 feet from the centerline of the roadway were predicted. Leq 67 dBA and Leq 62 dBA* contour distances

---

*The Leq 62 dBA contour distance was calculated to predict the Leq 52 dBA interior design noise level plus an estimated 10 dBA shielding effect for a wall with open windows.

TABLE 1

Clackamas Highway-Gladstone N.C.L.
City of Clackamas
Clackamas County, Oregon

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARD

	Design Noise Levels - dBA $L_{eq}(h)$	$L_{10}(h)$	Description of Activity Category
A.	57 (Exterior)	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B.	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C.	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D.	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION
TRAFFIC ANALYSIS

TABLE 2

CLACKAMAS HWY - GLADSTONE NCL
FAU-9659 WEBSTER ROAD

TRAFFIC ANALYSIS
PROJECT TRAFFIC

NAME OF FACILITY FROM	TO	DIST. MILES	YEAR	AVERAGE DAILY TRAFFIC VOLUME	TRUCKS	SPEED	PEAK HOUR TRAFFIC LDV	MDT	HDT	SPD	AVERAGE HOUR VOL	TRK	SPD	PEAK TRUCK HOUR LDV	MDT	HDT	SPD
WEBSTER ROAD																	
CLACKAMAS HIGHWAY	THIESSEN ROAD	••••••••	1980	10500.	315.	35.	965.	6.	3.	30.	•••••	••••	•••	640.	17.	9.	33.
			2000	12500.	375.	35.	1125.	7.	3.	30.	•••••	••••	•••	750.	20.	10.	33.
THIESSEN ROAD	CLACKAMAS ROAD	••••••••	1980	10000.	300.	35.	920.	12.	6.	30.	•••••	••••	•••	610.	16.	8.	33.
			2000	15500.	465.	35.	1400.	19.	9.	30.	•••••	••••	•••	930.	25.	12.	30.
CLACKAMAS ROAD	ROOTS ROAD	••••••••	1980	6900.	210.	35.	630.	8.	4.	30.	•••••	••••	•••	420.	11.	5.	33.
			2000	14000.	420.	35.	1260.	17.	8.	30.	•••••	••••	•••	840.	22.	11.	33.
ROOTS ROAD	GLADSTONE NCL	••••••••	1980	4700.	140.	35.	430.	6.	3.	30.	•••••	••••	•••	285.	8.	4.	33.
			2000	7500.	225.	35.	680.	9.	5.	30.	•••••	••••	•••	450.	12.	6.	33.
GLADSTONE NCL	OATFIELD ROAD	••••••••	1980	4700.	140.	35.	430.	6.	3.	30.	•••••	••••	•••	285.	8.	4.	33.
			2000	7500.	225.	35.	680.	9.	5.	30.	•••••	••••	•••	450.	12.	6.	33.
CLACKAMAS HIGHWAY																	
EAST PROJECT LIMIT	WEBSTER ROAD	••••••••	1980	25000.	1250.	50.	2300.	23.	15.	45.	•••••	••••	•••	1530.	55.	37.	48.
			2000	38000.	1900.	50.	3400.	34.	23.	40.	•••••	••••	•••	2260.	81.	54.	45.
WEBSTER ROAD	EAST PROJECT LIMIT	••••••••	1980	28000.	1400.	50.	2570.	25.	17.	45.	•••••	••••	•••	1700.	61.	41.	48.
			2000	42000.	2100.	50.	3750.	37.	25.	40.	•••••	••••	•••	2500.	90.	60.	45.
THIESSEN ROAD																	
WEST PROJECT LIMIT	WEBSTER ROAD	••••••••	1980	7000.	210.	35.	640.	9.	4.	33.	•••••	••••	•••	425.	11.	6.	33.
			2000	10000.	300.	35.	900.	12.	6.	33.	•••••	••••	•••	600.	16.	8.	33.
WEBSTER ROAD	EAST PROJECT LIMIT	••••••••	1980	8800.	263.	35.	810.	11.	5.	33.	•••••	••••	•••	535.	14.	7.	33.
			2000	12000.	360.	35.	1080.	14.	7.	33.	•••••	••••	•••	720.	19.	10.	33.

```
TRAFFIC ANALYSIS

                                        TABLE [illegible]
                                        CONTINUED

          NAME OF FACILITY              DIST. YEAR AVERAGE DAILY TRAFFIC  PEAK HOUR TRAFFIC   AVERAGE HOUR    PEAK TRUCK HOUR
   FROM                       TO        MILES       VOLUME TRUCKS SPEED   LDV  MDT HDT SPD    VOL  TRK SPD    LDV MDT HDT SPD
--------------------------------------------------------------------------------------------------------------------------------
            CLACKAMAS ROAD
            ********************
WEBSTER ROAD          EAST PROJECT LIMIT ******** 1980  4200.  126.  30.   385.  5.  3. 28. ***** **** ***  255.  7.  3. 33.
                                                  2000  6500.  195.  30.   585.  8.  4. 28. ***** **** ***  390. 10.  5. 33.

            ROOTS ROAD
            ********************
WEBSTER ROAD          EAST PROJECT LIMIT ******** 1980  3900.  117.  35.   360.  1.  1. 33. ***** **** ***  240.  5.  2. 33.
                                                  2000  4500.  135.  35.   400.  3.  1. 33. ***** **** ***  270.  6.  2. 33.

            OATFIELD ROAD
            ********************
NORTH PROJECT LIMIT  WEBSTER ROAD        ******** 1980  6300.  189.  35.   540.  8.  4. 33. ***** **** ***  385. 10.  5. 33.
                                                  2000  8900.  267.  35.   800. 11.  5. 33. ***** **** ***  535. 14.  7. 33.
WEBSTER ROAD          SOUTH PROJECT LIMIT ******** 1980  9000.  270.  35.   830. 11.  6. 33. ***** **** ***  550. 15.  7. 33.
                                                  2000 14000.  420.  35.  1260. 17.  8. 33. ***** **** ***  840. 22. 11. 33.
```

were calculated for both of the project alternatives in year 2000, as well as existing noise level. The noise contour is the distance from the centerline of the roadway at which Federal design noise levels are exceeded. Receptors beyond the Leq 67 dBA noise contour are not considered to be impacted by exterior traffic noise. Receptors beyond the Leq 62 dBA noise contour are not considered to be impacted by Traffic noise in the interior of the building. These predictions are summarized in Table 3.

The traffic noise levels were determined for a "hard" (reflective) site. In contrast, most of the areas adjacent to Webster Road are composed of grass, trees, or brush (typical "soft" absorptive sites), all of which absorb sound at a greater rate than does a "hard" site. The average drop-off rate for sound over a "soft" site is 4.5 dBA per doubling of distance while the drop-off for sound over a "hard" site is 3 dBA per doubling of distance. This would indicate the noise predictions in Table 3 to be conservative and that the actual contour distances (or noise levels) to be somewhat less than those listed, depending upon the amount of shrubs and vegetation on the homeowners property.

NOISE IMPACTS

Clackamas Highway to Clackamas Road Section

No construction will take place in this section except at the Clackamas Road/Webster Road intersection. At this intersection, Webster Road will be widened to include two travel lanes and a left turn lane. The right-of-way of Webster Road is 60 feet while the Leq 67 dBA exterior design noise contour is 30 feet, or at the edge of the right-of-way. The Leq 62 dBA noise level contour is 95 feet. Three single family residences on the west side of Webster Road are partially located within the Leq 62 dBA contour and are impacted, see Figure 3. Three residences on the east side of Webster Road are within the Leq 62 dBA contour, but are not impacted. This is due to the shielding effect (or noise reduction) credited for residences having no windows facing the roadway.

TABLE 3

Predicted Noise Levels and Noise Contours
Noise Study Report

Clackamas Highway-Gladstone N.C.L.
City of Clackamas
Clackamas County, Oregon

Roadway Section	Year	Predicted Noise Level*	Leq 67 dBA Noise Contour Distance**	Leq 62 dBA Noise Contour Distance***
Clackamas Hwy. to Thiessen Rd.	1980	64.3	26 feet	90 feet
	2000	64.9	30 feet	96 feet
Thiessen Rd. to Clackamas Road	1980	64.0	25 feet	85 feet
	200	64.9	30 feet	95 feet
Clackamas Road to Roots Road	1980	62.2	16 feet	53 feet
	2000	65.4	34 feet	107 feet
Roots Road to Gladsone NCL	1980	60.8	12 feet	40 feet
	2000	62.7	18 feet	58 feet
Clackamas Road	1980	60.1	10 feet	30 feet
	2000	62.0	15 feet	50 feet

* Predicted Noise Level (Leq at 50 feet from centerline.

** Predicted unshielded Leq 67 dBA Noise Contour Distance from centerline.

***Assumes 10 dBA reduction to the interior of the building with windows open.

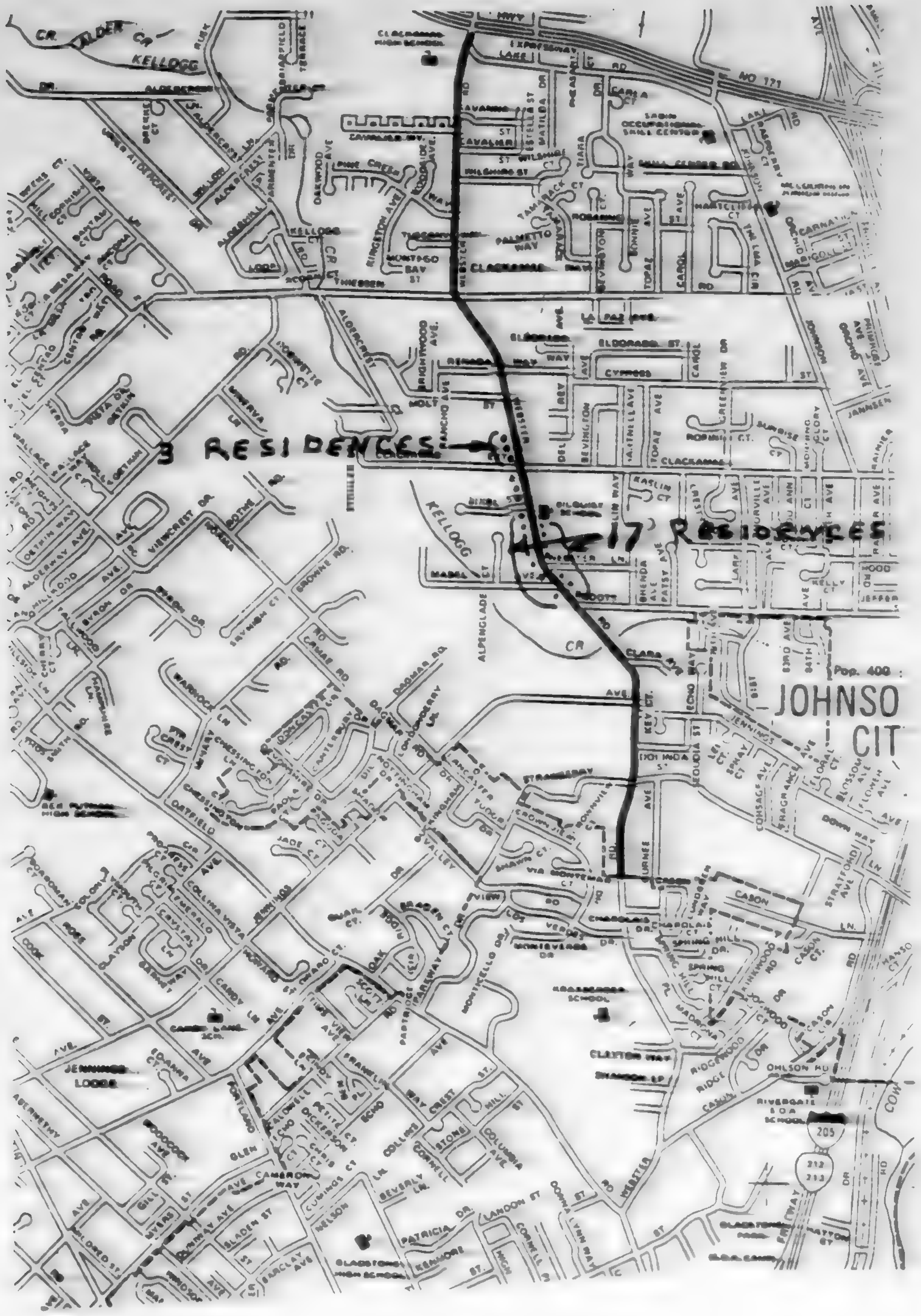

3 RESIDENCES
17 Residences
JOHNSON CITY
Pop. 400
KELLOGG
NO 171
CLACKAMAS HIGH SCHOOL
CLACKAMAS
ALPENGLADE
GLADSTONE HIGH SCHOOL
205
212
213

FIGURE 3

LOCATION OF NOISE IMPACTS
NOISE ANALYSIS
Clackamas Highway-Gladstone N.C.L.
City of Clackamas
Clackamas County, Oregon

The west leg of Clackamas Road will be moved to the north to align it with the east leg. The Leq 67 dBA exterior design noise contour falls within the new right-of-way and no exterior noise impacts are predicted. The residence located on the northwest corner of the intersection (one of the 3 above identified impacted residences) is within the Leq 62 dBA contour and is therefore impacted with interior noise (see Table 4).

Clackamas Road to Roots Road Section

In this section of the project, the predicted Leq 67 dBA exterior noise contour distance is 34 feet from the centerline of the roadway. The right-of-way varies from 40 to 60 feet. Two residences have fenced yards facing the street. Both fences are 32 feet from the centerline of the roadway. Bilquist school has a chain link fence set 30 feet from the centerline of the roadway. Although the Leq 67 dBA noise contour lies inside these property lines no activity areas within 5 feet of the fences were observed. Therefore, no noise impacts are predicted.

The predicted Leq 62 dBA interior contour is 107 feet. Eighteen residences located on both sides of Webster Road are within the Leq 62 dBA noise contour. One of the residences (northwest corner of Mabel Avenue) is not considered impacted since it has an outside activity area. Seventeen residences are impacted (see Table 4).

Roots Road to Gladstone NCL Section

In this section, the Leq 67 dBA exterior design noise contour distance is eighteen feet from the centerline of the roadway. Since the roadway right-of-way varies between 40 and 60 feet, no exterior noise impacts are predicted.

The Leq 62 dBA interior noise contour is 58 feet from the roadway centerline. Several houses are located at the contour, however none are impacted (see Table 4).

TABLE 4

Summary of Noise Impacts

Clackamas Highway-Gladstone N.C.L.
City of Clackamas
Clackamas County, Oregon

Section	Leq 67 dBA*	Leq 62 dBA**
Clackamas Hwy. to Clackamas Road	0	3 residences
Clackamas Road to Roots Road	0	17 residences
Roots Road to Gladstone N.C.L.	0	0 residences

* Exterior design noise level

**Interior design noise level of 52 dBA assuming 10 dBA reduction with windows open.

MITIGATION OF NOISE IMPACTS

In order to mitigate noise impacts at the receptors identified, the following noise abatement measures were considered for feasibility:

1. Prohibition or Time Restriction of Heavy Trucks - The prohibition and/or time restriction of heavy trucks would reduce the Leq 62 dBA noise contour to 59 feet on the Thiesson-Clackamas Road section, 69 feet on the Clackamas Road-Roots Road section, and 37 feet on the Roots-Gladstone NCL section, thereby reducing the number of noise impacts to 8. However, since Webster Road is designated as a truck route, restricting heavy trucks would be undesirable. Therefore, restriction of trucks is not proposed.

2. Modification of Speed Limits - By reducing the average speed, reductions in the interior noise levels can be achieved. A 25 mph speed limit from Molt Street south to the Gladstone N.C.L. would reduce the number of noise impacts to 8. Since Webster Road is designated a minor arterial by the City of Gladstone, limiting the speed to 25 mph were be impractical. Therefore, limiting the average speed is not proposed.

3. Exclusive Lane Designation - Exclusive lane designations or other traffic control devices would not be feasible for the project area. Webster Road is a meandering 2-lane road and is not suitable for exclusive lane designations or traffic control devices.

4. Changes in Horizontal or Vertical Alignment - Changes in horizontal or vertical alignment would not be feasible since receptors are located on both sides of the freeway.

5. Contruction of Noise Barriers - A noise barrier must be continuous in front of a receptor to be effective. Receptors with driveways to the road would not be adequately shielded since an opening in the barrier is necessary. Receptors with no access to the roadway could be adequately shielded. However, access to Webster Road is a requirement for all of the impacted receptors. Therefore, construction of a noise barrier is not feasible.

Mitigation of noise on undeveloped property will be the responsibility of the applicable land-use agency and the developer. Noise impacts can be mitigated by future developers through the appropriate application of building setbacks, site design, and acoustical treatment of structures.

CONSTRUCTION NOISE

Construction noise can, at the time, be considered an impact on the adjoining community. Areas adjacent to the project can experience increased noise. The type and use of equipment, traffic relocation (detour routes), material movement (haul routes), and various techniques, all contribute to this additional noise.

Construction noise is considered a temporary problem as it rarely occurs in any one location for an extensive length of time, and depends on the complexity and duration of the project.

The variety of equipment, operation modes, and the unpredictable location of on-site activities, combine to make an estimate of composite noise level impractical, especially for specific receptor locations. Therefore, the discussion of construction noise is limited to equipment emission levels and feasible mitigation.

The most prevalent noise source is equipment powered by an internal combustion engine (usually diesel). This equipment is grouped (Table 5) according to its mobility and operating characteristics: 1) earthmoving, 2) materials handling, and 3) stationary equipment. Equipment noise emission levels are shown in Table 5.

In order to minimze the impacts of construction noise, the following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the engineer.

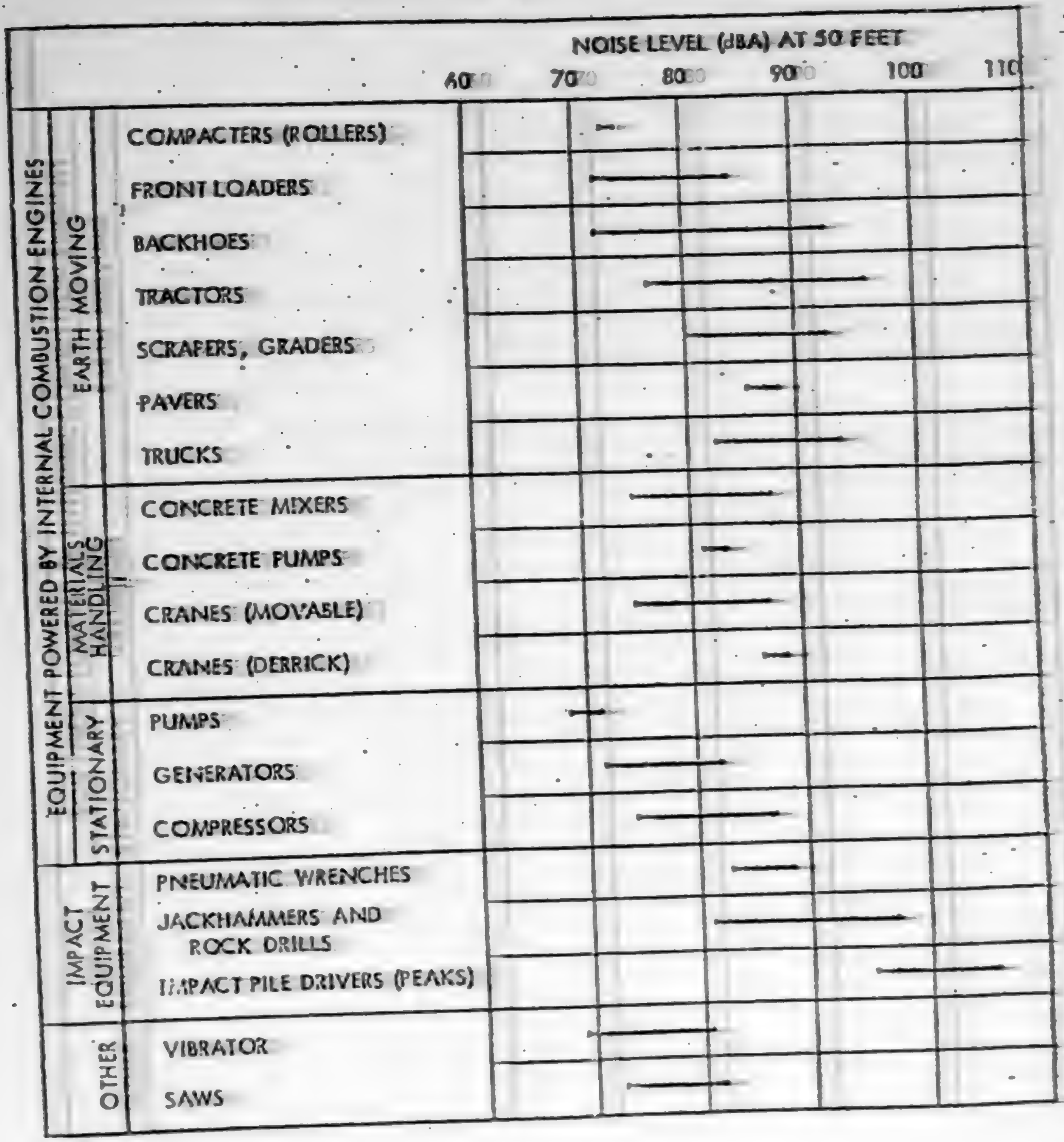
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

TABLE 5

Clackamas Highway-Gladstone N.C.
City of Clackamas
Clackamas County, Oregon

Construction Equipment Noise Ranges



4. No pile driving or blasting operations shall be performed within 3000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. Rock crushing or screening operations performed within 3000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic placement of material stockpiles or as directed by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer:

1. Locate stationary contruction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noise work will be occurring.
5. Install permanent or portable acoutic barriers around stationary construction noise sources.

LOCAL COORDINATION

A copy of this report as well as a copy of the FHWA policy will be forwarded to Clackamas County and the cities of Clackamas and Gladstone. These reports will assist local jurisdictions in land-use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect future land-use development from becoming incompatible with anticipated highway noise levels.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 31, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90183
Project No. IX-9659(8)
Clackamas Hwy-Gladstone NCL Sec.
SE Webster Road (FAU 9659)
Clackamas County

Attached support data consists of PR-1 forms and project maps which are the necessary documents for my request of February 18, 1981.

This request is based on the April 18, 1979 letter to you from Mr. F. B. Klaboe, Director of ODOT.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: R. N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E. L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form 734-3122

Budget Bureau No. 41-R.2

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 8-31-81

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (35 typewriter spaces) 21 Co. Rd.; Jct. SR 224 to Gladstone NCL 55	ADT	PRESENT 9,840	FUTURE ---- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 24 Shld. Improvm't. & Traf Signals 62	NAT'L. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	FA CLASSIF. (70)	FA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23 · NUMBER 9659

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitution General Funded	COUNTY NAME Clackamas
	NAME OF URBAN AREA (12-31) Portland	ROUTE NO. U · FEDERAL-AID 9659 · STATE Co. Rd.* · U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	45 46	53		(54) (58)	(59) (66)	(67) (76)		
3					PE							
3					ROW							
3					CONST (code) TOPICS Y006 Y031		"Clackamas Hwy.- Gladstone NCL Sec."	0.0	365,000	(I-80N) 310,250	-----	54,750

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	365,000	310,250	-----	54,750
1	14	PROGRAM APPROVAL DATES 10-18-78 10-01-80			(18) (23)	(24) (33)	REMARKS	

*SE Webster Rd.

Additional Data: 1

Nos. IX-9659(5); (6

3031913

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

8-31-81

OCATION (45 typewriter spaces) ., Jct. SR 224 to Gladstone NCL	ADT	PRESENT 9,840	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 772	ITEM NO. 90183

(35 typewriter Traf Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9659	SEQ. NO. (8)

I. Projects Only: POST MI. | DESIG.

terstate Substitution General Funded

Portland

COUNTY NAME Clackamas				CODE 005
ROUTE NO. U	FEDERAL-AID 9659	STATE Co. Rd.*	U.S. ---	

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

E	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
ST		"Clackamas Hwy. - Gladstone NCL Sec."	0.0	365,000	(I-80N) 310,250	=====	54,750	ROW-60' min.; Access Control-none; Parking Restrictions-partial.
		JLG PROJECT TOTALS	0.0	365,000	310,250	-----	54,750	

DATES
10-18-78
10-01-80

*SE Webster Rd.

REMARKS
Additional Data: Item No. 90183; Project Nos. IX-9659(5), (6) & (7).

-over-

CLACKAMAS HWY.-GLADSTONE NCL SECTION
PROJECT NO. IX-9659(8)

REMARKS: CONTINUED

PROJECT DATA: The work consists of 1) basically shoulder improvement requiring grade, drain and high-type pavement to provide two 12-foot traffic lanes with 8-foot paved shoulders, 2) high-type pavement overlay on intermittant sections as directed, 3) installation of traffic control signal at intersection of Clackamas Road, 4) incidental work common to this type of project and 5) adjustment of utilities as required.

Data for PR-37: Y006 (Shoulder Improvement) ------ $303,000
Y031 (Traffic Signals) ----------- 62,000

ACCOMMODATION OF UTILITIES: A State-County Agreement No. 6940 complying with paragraph 6d(1) of PPM 30-4.1 was executed on 5/17/79.

Maintenance: A State-County Agreement No. 6940 complying with Section 116, Title 23 U.S.C. was executed on 5/17/79.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 AE/TIP on page 92 as #92.

9-22

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9659(7)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90183

2A. COUNTY NAME
Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/17/81

8. FEDERAL ROUTE NUMBER
FAU 9659

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Clackamas Highway - Gladstone NCL

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 8/11/81 I approve the revised Right of Way costs to a TEC of $19,200 Federal Funds $16,320.

(Increase TEC $9,200 Federal Funds $7,820 Appn. Code 823)

Also, as requested, you are now authorized to proceed with the actual acquisition of files 52182 A, B, C, and D as shown on R/W maps IR-4-764 and IR-4-765. Federal participation is limited to that Right of Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 21 '81
REFER TO
FOR
Info	Inves.	R/D	D/R	Sign	Act	File

14. DATE
8/17/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90050
Project No. IX-9659(9)
Gladstone NCL-S.E. Oatfield Rd. Section
Clackamas County

I request approval of a program change to adjust the estimated right of way costs as indicated in the attached memo from Mr. Rolfe dated August 7, 1981.

Approval of this request will involve an increase of $14,300 in total cost and federal obligation of $12,155 in Interstate Substitution General Funds (Appn Code 823) with revised financing as follows:

	TEC	FF	%
Present	$23,700.00	$20,145.00	85%
Previous	9,400.00	7,990.00	85%
Difference	$14,300.00	$12,155.00	

Funding of this increase is from 823 appropriation monies released from final voucher submissions on Project IX-9653(4).

I further request authorization to proceed with the actual acquisition of the right of way as outlined in red on the enclosed copy of right of way map 9B-19-17. No relocation assistance is involved.

CL:bkc
Attachments

cc: R.N. Bothman
J. Boyd
F. Lowe
J. Rose
Judy Smith
G. Zehner
General Files

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

2-18-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21 65: St., Gladstone NCL, s. 0.76 mi. (Gladstone)
ADT
PRESENT: 5,800
FUTURE (66) (70): ---
YEAR (71) (72): ---
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: Right of Way
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S) 14 23: IX-
NUMBER 7: 9659

CARD
CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded
COUNTY NAME: Clackamas
NAME OF URBAN AREA 17-31: Portland
ROUTE NO.: U
FEDERAL-AID: 9659 (32)
STATE: City St. (36) (37)
U.: ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS.	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Gladstone
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW TOPICS		"Gladstone NCL-S.E. Oatfield Rd. (Gladstone) Section"	0.76	9,400	(I-80N) 7,990	---	1,410
5					CONST (CODE)							

CARD 1
CODE 1
PREPARED BY: C.L.
PROJECT TOTALS: 0.76 | 9,400 | 7,990 | --- | 1,410
1 14 PROGRAM APPROVAL DATES: 10-18-78
10-01-80
(16) (23) (24) (33)

REMARKS
Additional Data see item No. IX-9659(3).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1956

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

2-18-81

T LOCATION (43 typewriter spaces) Gladstone NCL, s. 0.76 mi. (Gladstone)	ADT	PRESENT 5,800	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 772
ITEM NO. 90050								

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
IX-	9659	(9)	

nterstate Substitutions General Funded

Portland

COUNTY NAME: Clackamas CODE 005

ROUTE NO. U FEDERAL-AID 9659 STATE City St. U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Gladstone)	CHARACTER OF PROPOSED WORK (Full description)
W CS		"Gladstone NCL-S.E. Oatfield Rd. (Gladstone) Section"	0.76	9,400	(I-80N) 7,990	---	1,410	
ST								ROW-60' minimum; Access Control-none; Parking Restrictions-partial.
DATES	C.L. 10-16-78 10-01-80	PROJECT TOTALS	0.76	9,400	7,990	---	1,410	

REMARKS
Additional Data see item No. 90050 Project No. IX-9659(3).

2

USCOMM DUSCOMM-DC 48905-P61

GLADSTONE NCL-S.E. OATFIELD RD. (GLADSTONE) SECTION
PROJECT NO. IX-9659(9)

Project Data: Work consists of right of way acquisition all phases as required for future intersection improvements at Cason Lane and Oatfield Road.

FHPM 7-7-2 Requirements: Categorical Exclusion concurred in by FHWA on 4-27-81.

FHPM 7-7-5 Requirements:

a) State Clearinghouse ---- A-95 review conclusions dated 5-12-81.
b) District 2 Clearinghouse ---- A-95 review satisfied by inclusion in the TIP/AE.

Note: 1) This project is in Congressional District No. 3.
2) No relocation assistance involved.
3) Included in FY '81 AP in MSD FY '81 TIP/AE page 92 item No. 92

7532

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90183
Project No. IX-9659(7)
Clackamas Hwy.-Gladstone NCL Section
Clackamas County

I request approval of a program change to adjust the estimated right of way costs as indicated in the attached memo from Mr. Rolfe dated August 7, 1981.

Approval of this request will involve an increase of $9,200 in total cost and federal obligation of $7,820 in Interstate Substitution General Funds (Appn Code 823) with revised financing as follows:

	TEC	FF	%
Present	$19,200.00	$16,320.00	85%
Previous	10,000.00	8,500.00	85%
Difference	$ 9,200.00	$ 7,820.00	

Funding of this increase is from 823 appropriation monies released from final voucher submissions on Projects IX-9653(4), IX-24(13) & IX-32(9).

G

Form 734-3122

I further request authorization to proceed with the actual acquisition of the right of way as outlined in red on the enclosed copies of right of way maps 1R-4-764 and 1R-4-765. No relocation assistance is involved.

CL:bkc
Attachment

cc: R.N. Bothman
J. Boyd
F. Lowe
J. Rose
Judy Smith
G. Zehner ✓
General Files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

IX-9857(7)

DATE August 7, 1981

TO J.B. Boyd
Right of Way Manager
DOT - Salem

ATTENTION: Frank Lowe

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 10 1981

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT R/W Cost Estimate
Clackamas Highway-Gladstone N.C.L.
Webster Road
Clackamas County

The following is the right of way cost estimate for subject project:

File 52182-A -- Clackamas School District	$ 100.
-B -- Lane	8,000.
-C -- Plunkett	100.
-D -- Kaufman	5,000.
	$13,200
Acquisition Costs	6,000
	$19,200

KR:kf

programmed $10,000 — T.C.
8,500 — F.F.

8-11-81

19,200 @ 85% = 16,320 —

Additional funds ($7,820) from:

1X-9653(4) SE 82nd @ Oatfield (Const) — $4,570.29

1X-24(13) Ross Is. - 52nd (Parry Center) (Const) — $2,062.43

1X-32(9) Murray Blvd. - Walker Rd. (P.E.) — $1,187.28

G

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

IX-9659(4)

DATE August 7, 1981

TO J.B. Boyd ATTENTION Frank Lowe
Right of Way Manager
DOT - Salem

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 10 1981
F

SUBJECT R/W Cost Estimate
Gladstone N.C.L.-Oatfield Road Section
Webster Road
Clackamas County

The following is the right of way cost estimate for subject project:

File 52109-A - Tomack	$ 3,500
-B - Oberson	9,600
-C - 7th Day Adventist	6,100
	$19,200
Acquisition Costs	4,500
	$23,700

unprogrammed $9,400 - T.C.
7,990 - F.F.

KR:kf

[illegible] - 20,145 -

8-11-81
Additional funds (12,155) from:
IX-9653(4) 82nd Dr. At Oatfield (const.) - $12,155

G

Trout

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

Project Gladstone N.C.L. - Oatfield Road
Preparer Ron Noble
Highway FAU-9659 Webster Road
Date August 4, 1981
County Clackamas
City Gladstone

Project Description:

Widen Webster Road between Gladstone N.C.L. and Oatfield Road to provide paved pedestrian shoulders on both sides of the roadway. Improve the following intersections:

Cason Lane intersection - realign Cason Lane approach to provide a "T" intersection and improve visibility. Cason Lane currently intersects Webster Road at an acute angle. Space for right turns in and out of Cason Lane will also be provided.

Oatfield Road intersection - install a multi-phase traffic signal, and provide a sidewalk landing for bus patrons on the northeast section of Oatfield. Minor drainage improvements would also be accomplished at this intersection.

Existing Land Use Activities:

18 apartment buildings, 8 single family residences, 2 duplexes, 1 church, 1 convalescent center, 1 grocery store, 1 school, 1 church recreational facility.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 67/62 dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
1980 (Existing)	285	8	4	33	12/40
2000 (No-Build)	450	12	6	33	18/58
2000 (Build)	450	12	6	33	18/58

Existing Sound Levels:

No noise measurements were taken on this project.

Traffic Noise Impacts:

Two apartment buildings, one duplex, and one single family residence are impacted by Leq 62 dBA (Leq 52 dBA) interior design noise level. No buildings are impacted by Leq 67 dBA exterior design noise level.

Traffic Noise Mitigation:

The following forms of traffic noise abatement were investigated: (1) prohibition of trucks, (2) restriction of truck usage times, (3) modification of speed limits. Webster Road is a small meandering road with small traffic and truck volumes and low speeds. These mitigations could be applied but would result in a very small reduction in noise levels. Realignment of the roadway was not considered because of impacting houses on opposite side of roadway. Noise walls and barriers were not considered due to uncontrolled access.

Construction Noise:

Impacts: All residences (single and multi family) as well as convalescent facility, church, and church recreational facility will be exposed to high noise levels from construction equipment.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to Clackamas County. The Leq 67 dBA and Leq 62 dBA design noise level contours will assist local jurisdictions in land-use planning for both developed and undeveloped properties and to protect future land-use development from becoming incompatible with anticipated highway noise levels. The county is urged to avoid future conflicts with traffic noise when approving new developments.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

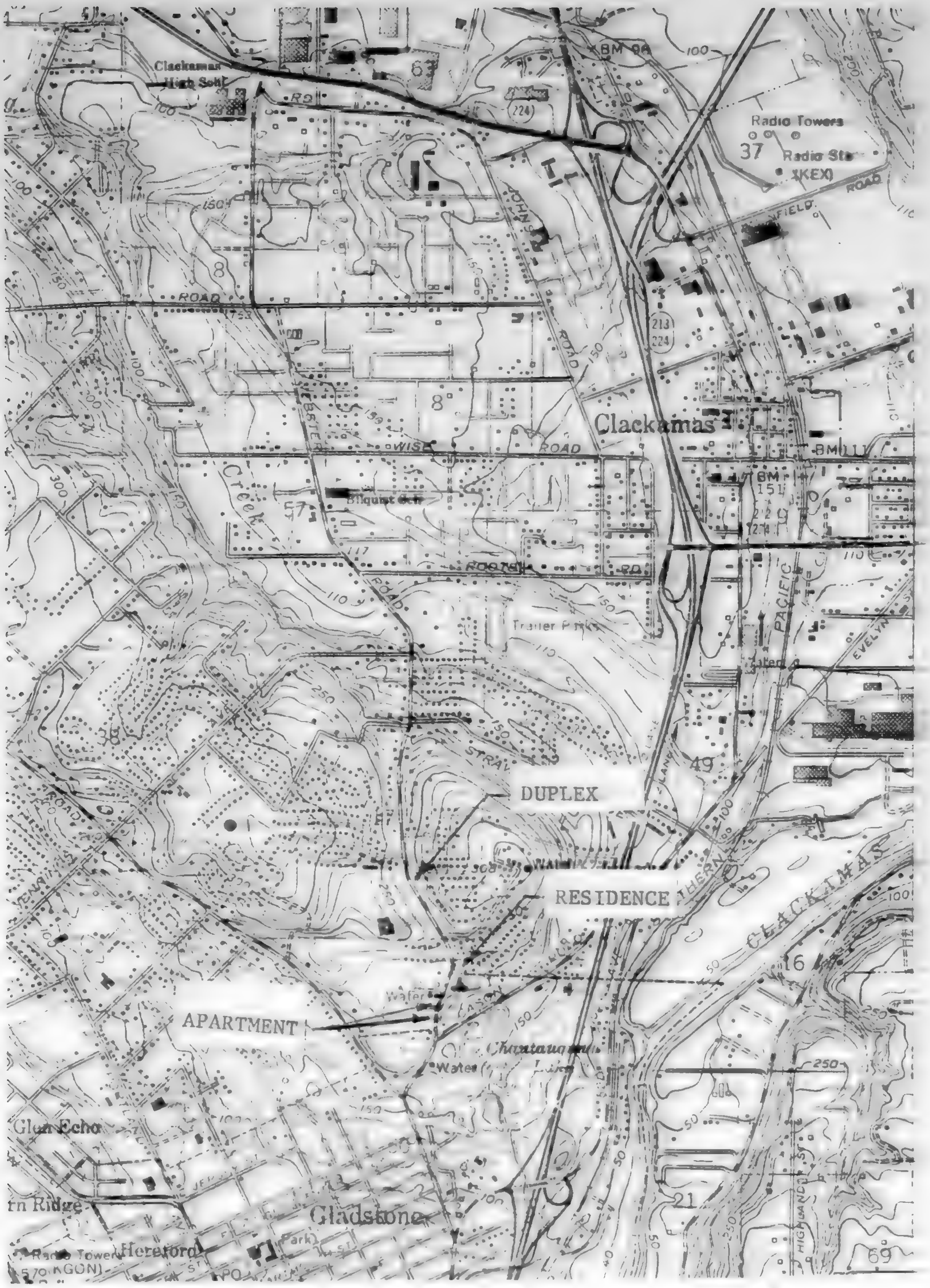

Clackamas High Sch
Radio Towers
Radio Sta (KEX)
Clackamas
Creek
WISE ROAD
ROOTS RD
Trailer Parks
DUPLEX
RESIDENCE
APARTMENT
CLACKAMAS
PACIFIC
Chautauqua Lake
Glen Echo
Gladstone
Hereford
Park
Water

FIGURE 1

NOISE IMPACTS

NOISE ANALYSIS

Gladstone N.C.L.-Oatfield Road
Clackamas County

From Carl Mendon 6-8-81

CLACK. HWY - GLADSTONE NCL

40' uncurbed Section

2-15' travel lanes

[illegible] medians

GLADSTONE NCL - OATFIELD RD.

30' uncurbed [illegible]

2-12' travel lanes

5' [illegible]

No striping

Dennis [redacted]

8-6042

Final Design

303-1913	303-1903
[redacted] Clackamas Hwy- Gladstone N.CL	Gladstone NCL- SE Oatfield Rd

Wants to know funding amounts.

$375,000 (TOT)	$324,500 (TOT)

Told him to go ahead w/design & we will advise Metro & Clack Co. when final estimate is known.

619,500 $ Field Est.

$133,400

1982 Clackamas Rd.-Oatfield Rd. 9522
Sec. of Webster Rd. in Gladstone
(Grading, paving & signals) #1

[redacted] [redacted]

C4A 6940 5-29-79
5-6-81

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: Clackamas Hwy-Gladstone, N.C.L.

DATE: 5/12/81

The State has reviewed your project and reached the following conclusions:

☒ XX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ttachment

c: D.E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
eg. Engr.(m): R.N. Bothman
g. Engr.(1): E.L. Hardt
ist. Engr.(2): W.W. Geibel

FORD

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8104 2 310

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to your separately and must also be included.

Martin A. Loring
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

MAY 0 5 19

[illegible] STATE REVIEW

Project #: [illegible]　　Return Date: MAY 08 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objections to the proposed Clackamas Highway-Gladstone N.C.L. However, we request that detailed plans for any waterway crossing associated with the project be reviewed by Jay Massey, district fish biologist. Mr. Massey can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

cc: Jay Massey

Agency Fish & Wildlife　　By
Environmental Mgmt. Sec. 5-1-81

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: May 6, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #183
Clackamas Hwy.-N.C.L. (Gladstone) Sec.
Webster Road
Clackamas County

Attached is an original to be sent to the County and a copy for your files of the subject agreement.

The project will be programmed.

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

AE
mp
Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Title, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c

Form FHWA 121 (7/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E OREGON DIVISION - SALEM
ITED STATES GOVERNMENT

memorandum

Subject: Oregon Projects IX-9659(3) & IX-9659(5)
Clackamas Hwy.-Gladstone NCL-Oatfield Rd.
Webster Road, Clackamas County

Date: April 27, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project classification request submitted with your April 3, 1981 letter has been reviewed.

We concur with your finding that the proposed projects should be classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

D.V. Reed
Dale E. Wilken
for

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)

ENVIRONMENTAL SECTION
April 28, 1981

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
L. E. George (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
R. H. Prange
Phil Lewellyn
Surfacing Design
R. N. Bothman
Ed Hardt
Jef Kaiser
Clarence Eshelman
Maury Payne, Dis. 2b
Harry Woodward, Dis. 2c

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

FX-9659(3)
+
IX-9659(5)

A. Project Identification:

Date April 3, 1981

Section Clackamas Hwy.-Gladstone NCL-Oatfield Rd.

City Gladstone

Hwy. No. ________

Highway FAU-9659, Webster Road

Begin M.P. ________

Length 2.25 mi.

County Clackamas

Program Estimate 776,000

Region 1

Funding Source FAI-X

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of this project is to improve traffic operation and pedestrian safety. The project is needed because congested traffic conditions are interfering with traffic operations and pedestrian safety. See page 1A for the project description.

C. Recommended Project Classification:

Project Class		Documentation
____	I	Draft and Final EIS
X	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

X Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

The project consists of a series of minor improvements which, taken together, do not create significant environmental impacts.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2 (+ refuges)
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes, part way	Yes, paved
Average Daily Traffic (Volume and Year)	11,000 at Cla. Hwy. to	5,000 at Oatfield (1979)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted and Estimated)	35 m.p.h.	35 m.p.h.

(12-15-80)

PROJECT DESCRIPTION:

A) Widen Webster Road between Oatfield Road and Clackamas Road to provide paved pedestrian shoulders on both sides of the roadway. These shoulders would connect to those which exist throughout the rest of the project section.

B) Thiessen Road intersection - install internal illuminated lane control signs, provide traffic actuation of existing traffic signals, and pave intersection with new wear surface.

C) Clackamas Road intersection - realign the west leg of the intersection (Clackamas Road) to eliminate a minor offset, widen the intersection approaches of Webster Road to provide left-turn pockets, widen the east leg of Clackamas Road to provide a right-turn only lane northbound, and provide a short sidewalk section on the east side of Webster Road to provide a pedestrian landing for Bilquist School students using the intersection.

D) Roots Road intersection - widen the south approach of Webster Road to provide northbound-to-eastbound right-turn lane and provide short sidewalk landings on both sides of the Roots Road intersection.

E) Cason Lane intersection - realign Cason Lane approach to provide a "T" intersection and improve visibility. Cason Lane currently intersects Webster Road at an acute angle. Space for right turns in and out of Cason Lane will also be provided.

F) Oatfield Road intersection - install a multi-phase traffic signal, and provide a sidewalk landing for bus patrons on the northeast section of Oatfield. Minor drainage improvements would also be accomplished at this intersection.

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts: 0.50 acre of slope easements
   Acres 0.25 acre of right-of-way
   Estimated Number of Parcels 6 parcels affected
   Residential Relocation (No.) None
   Business Relocation (No.) None

Describe: Right-of-way and easements are required at Cason Lane, Roots Road, and Clackamas Road Intersections.

2. Estimated Impact on Land Use: Improved service and safety for existing uses along Webster Road.

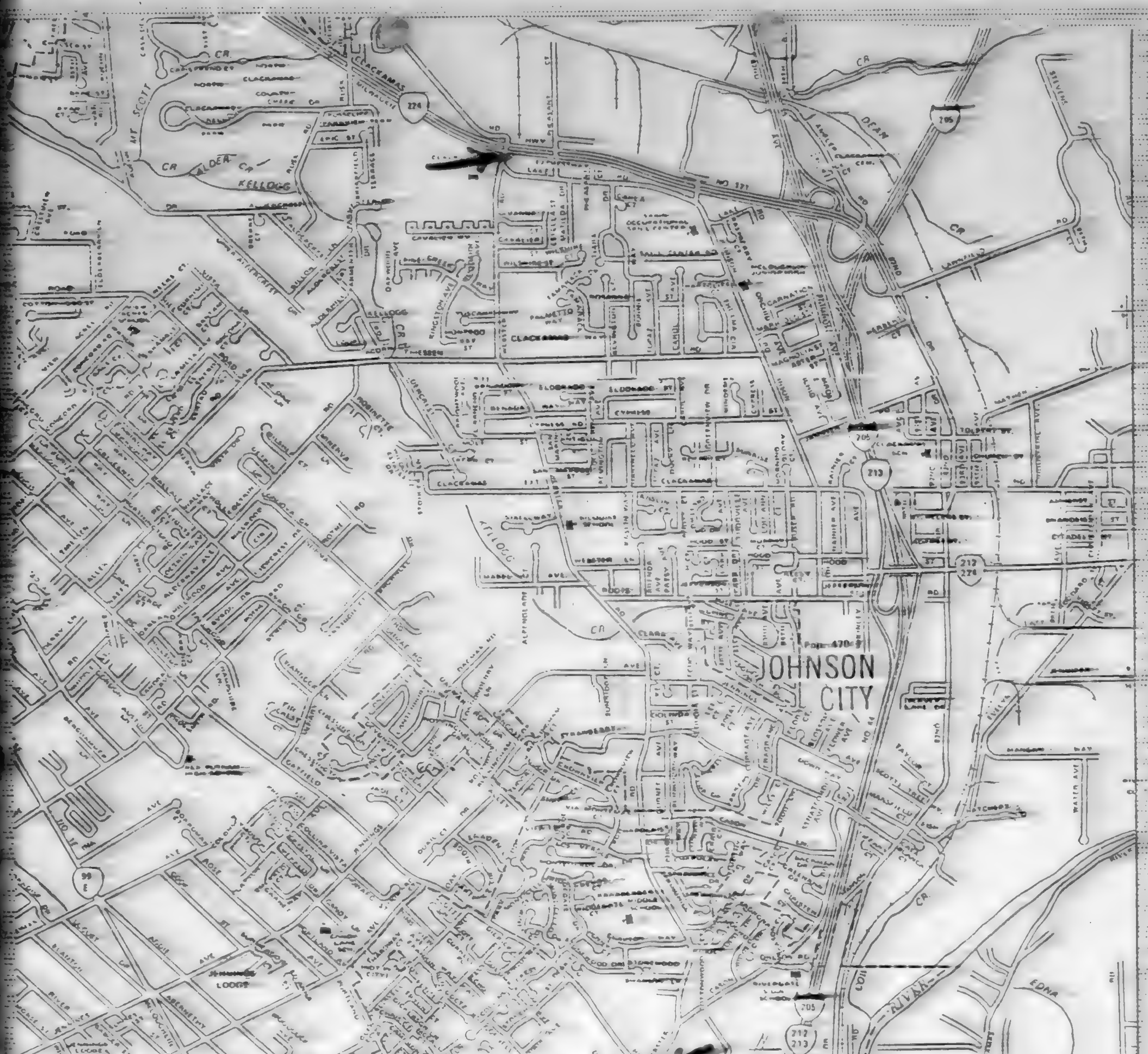
3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Improved intersection operation and safety at identified intersections along Webster Road. Improved flow on Webster Road. Improved pedestrian safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
   None expected.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
   None identified.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues: Webster Road is identified as a bikeway in the Clackamas County Comprehensive Plan. Due to space constraints, no facilities specifically designated for bicycle use are included in this proposal; however, proposed pedestrian shoulders and sidewalks could be used by bicyclists.

Name of Preparer and Phone Number: Jef Kaiser, 238-7439


JOHNSON CITY
GLADSTONE
CLACKAMAS
KELLOGG
ALDER CR
RIVER
CR.
224
205
212
213
99E

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

2

In Reply Refer to
File No.
PRO 6-2

April 7, 1981

TO: Executive Department
Federal Aid Coordination Unit

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Clackamas Hwy. - Gladstone N.C.L.
Highway: Webster Road FAU-9659
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 10, 1981.

DLG:bke
Attachments

cc:	D.E. Wilken, FHWA	W.J. Hart
	H.S. Coulter	Reg. M-1 Engr.: R.N. Bothman/E.L. Hardt
	F.E. Ternin	Dis. 2 Engr.: W.W. Geibel
	J.B. Boyd (2)	Aeronautics Division
	J.H. Versteeg(3)	David Powers, Parks
	Gary Potter	R.L. Gifford

RECEIVED
STATE HWY ENGR
APR 10 '81
REFER TO
FOR

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02 (12) APPLICANT: Department of Transportation (45 | 46) DIVISION: Highway (79

03 (12) APPLICANT ADDRESS STREET: Transportation Building (45 | 46) CITY: Salem (60 | 76) ZIP: 97310 (80

04 (12) CONTACT PERSON: D. E. Swan (45 | 46) AREA CODE: 503 (48 | 49) PHONE: 378 (55 | 56) EXTENSION: 6563 (59

01 (12) PROJECT TITLE: Clackamas Hwy. — Gladstone N.C.L. (71

11 (12) PROJECT LOCATION—CITY: Webster Road FAU-9659 | PROJECT LOCATION—COUNTY: Clackamas | PROJECT LOCATION: SEC. T. R. (79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The purpose of this project is to improve traffic operation and pedestrian (71

06 (12) safety. The project is needed because congested traffic conditions are (71

07 (12) interfering with traffic operations and pedestrian safety. See page 1A (71

08 (12) for the project description. (71

09 (12) (71

10 (12)

12 AMOUNT REQUESTED—FEDERAL FUNDS / NON-FEDERAL MATCHING FUNDS / OTHER / TOTAL

(12) (A) Grant (19	20) (B) Other (27	28) (C) State (35	36) (D) Local (43	44) (E) FUNDS (51	52) (F) FUNDS (60
659,600	------	------	116,400	------	776,000

13 (12) TYPE OF OTHER FEDERAL FUNDS (See 128) (45 | 46) TYPE OF OTHER NON-FEDERAL FUNDS (See 128) (79 (71

14 (12) FEDERAL PROGRAM TITLE: Title 23 USC Highways (79

15 (12) FEDERAL AGENCY NAME: U. S. Department of Transportation (45 | 46) FEDERAL SUB-AGENCY NAME: FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box):

STATE ☒ 12 INTER STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action):

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL. GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☐ 30 Date: T.I.P.

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: (41) MONTH: May (42 | 43) DAY: 10 (44 | 43) YEAR: 1981 (46

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinances? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☑ Date 4-7-81

VI. If project includes state funds (12C), identify agency ______

STATE AGENCIES ONLY

VII. a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$______	$______	$______

c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$______	%____	$______	%____	$______
Second Year	%____	$______	%____	$______	%____	$______
Third Year	%____	$______	%____	$______	%____	$______

d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

e) Will accounting for this program be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 1 Project of Categorical Exclusion according to the new environmental quality guidelines.

IX-9659 (3)
←
IX-9659 (5)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date: April 3, 1981

Section Clackamas Hwy.-Gladstone NCL-Oatfield Rd.

City Gladstone Hwy. No. ______

Highway FAU-9659, Webster Road

Begin M.P. ______ Length 2.25 mi.

County Clackamas

Program Estimate 776,000

Region: II

Funding Source: FAI-X

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

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C. Recommended Project Classification:

Project Class		Documentation
____	I	Draft and Final EIS
X	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

X Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

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D. Descriptions:	Existing Facility	Proposed Facility
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Median (Yes/No)	No	No
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Average Daily Traffic (Volume and Year)	11,000 at Cla. Hwy. to	5,000 at Oatfield (1979)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted and Estimated)	35 m.p.h.	35 m.p.h.

(12-15-80)

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   Acres 0.25 acre of right-of-way
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   Residential Relocation (No.) None
   Business Relocation (No.) None

Describe: Right-of-way and easements are required at Cason Lane, Roots Road, and Clackamas Road Intersections.

2. Estimated Impact on Land Use: Improved service and safety for existing uses along Webster Road.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Improved intersection operation and safety at identified intersections along Webster Road. Improved flow on Webster Road. Improved pedestrian safety.

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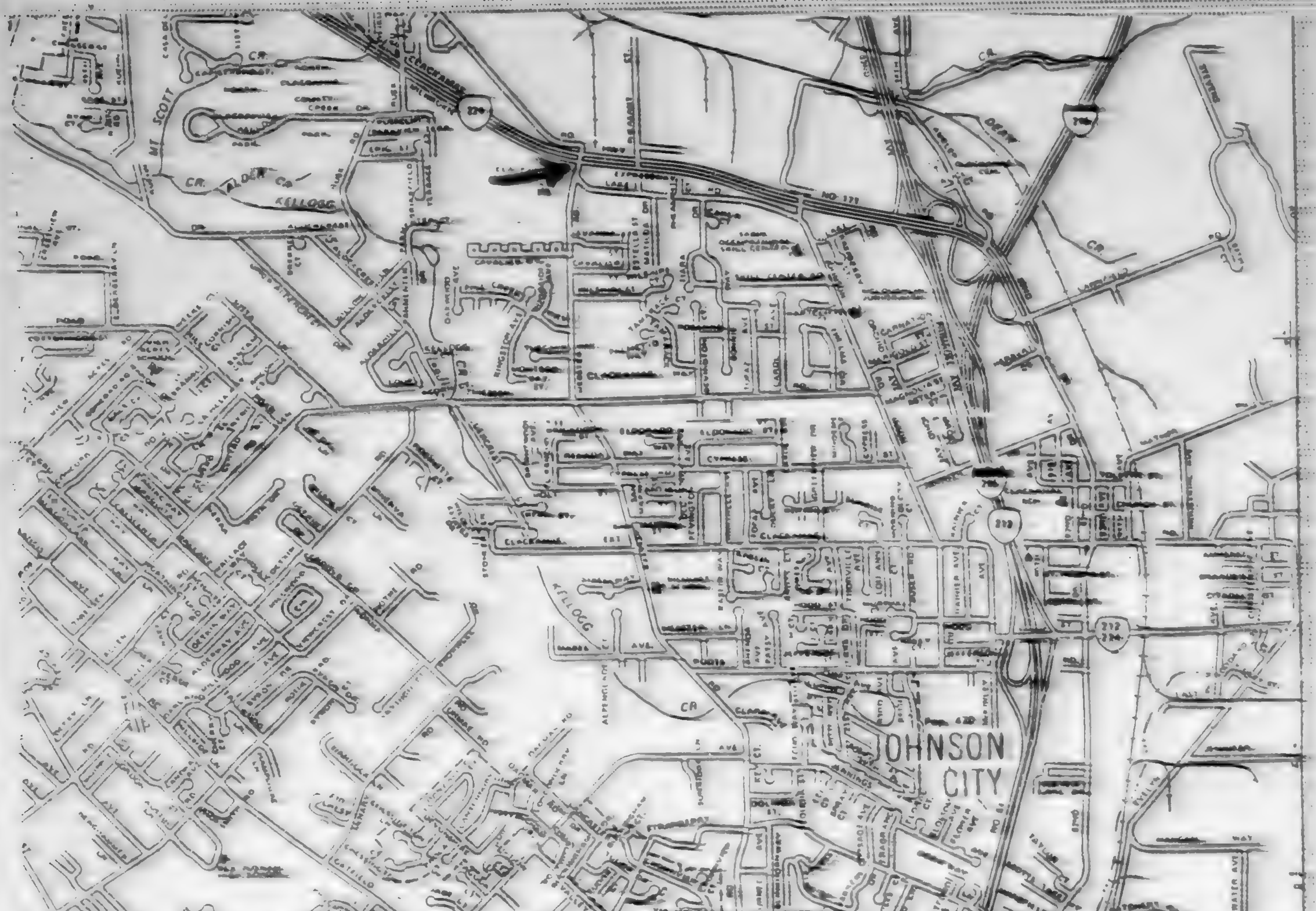
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
   None identified.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues: Webster Road is identified as a bikeway in the Clackamas County Comprehensive Plan. Due to space constraints, no facilities specifically designated for bicycle use are included in this proposal; however, proposed pedestrian shoulders and sidewalks could be used by bicyclists.

Name of Preparer and Phone Number: Jef Kaiser, 238-7439


MT SCOTT
ALDER CR
KELLOGG
KELLOGG
JOHNSON CITY
GLADSTONE
WATER AVE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

March 23, 1981

TO: R.B. Hathaway
Acting Division Administrator
Federal Highway Administration

Original Signed by
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Additional Const. Obligation
Item No. 90183
Project No. IX-9659(6)
Webster Rd. @ Clackamas Hwy. & Thiessen Rd. Sec.

I request additional funds for the subject project as the latest cost estimate exceeds the funds obligated for construction in your Letter of Authorization (PR-1240) of September 25, 1979. Approval of this request will involve additional estimated total cost of $10,715 and obligation of $9,200 in Federal funds under appn code 823.

A tabulation of the amounts involved are as follows:

Force Order	TEC	FF (85%)	County
No. 1 Rev.	$ 27,815.00	$ 23,640.00	$ 4,175.00
No. 2	1,900.00	1,710.00	190.00
TOTAL	$ 29,715.00	$ 25,350.00	$ 4,365.00
No. 1 Orig.	19,000.00	16,150.00	2,850.00
DIFFERENCE	$ 10,715.00	$ 9,200.00	$ 1,515.00

Attached are 3 copies of Order for Force Work No. 1 Revised as the basis for the increase in construction cost. Reimbursement will be claimed on an actual cost basis. Upon approval please return one approved copy for our files.

Form 734-3122

Ca

The preceding tabulation includes obligation of funds for construction engineering by State Forces authorized in your Letter of Authorization (PR-1240) of October 30, 1980 under Force Order No. 2.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner
General Files

3-4-81

Webston Road Jobs
NCL – Oakfield Rd
&
Creek Hwy – NCL

being held in location. R/W is now Req'd & environmental Cat. Req. needs revision. Hold until FHWA concurs. said to Des'g

Funds ok
says Marshon

G. Ok 5-1-81 G.

1552

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9659(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90183

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/81

8. FEDERAL ROUTE NUMBER FAU 9659

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION

Clackamas Highway --Gladstone NCL

11. GENERAL DESCRIPTION OF WORK

Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $365,000 Federal Funds $310,250.

HWY ENGR
SEP 3'81
REFER TO Moehring

orig to 9-3-81

14. DATE 2/18/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

15

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9659(7)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Clackamas
3. FROM:
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 90183

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/18/81
8. FEDERAL ROUTE NUMBER: FAU 9659
9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Clackamas Highway - Gladstone NCL

11. GENERAL DESCRIPTION OF WORK:
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION—ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION—PERFORMED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (specify) See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the Right of Way phase provided for by the above project at a total estimated cost of $10,000 Federal Funds $8,900.

RECEIVED
STATE HWY DEPT
[illegible]

14. DATE: 2/18/81
15. SIGNATURE OF APPROVING OFFICIAL:
16. TITLE: for Acting Division Administrator

FORM PR-[illegible]

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

2-18-81

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	Co. Rd. Jct. SR 224 to Gladstone NCL 21 65		9,840 (66)	--- (70)	--- (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBE
3	Right of Way 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	IX- 14 23	9659 7

CARD		
	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Clackamas
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U FEDERAL-AID 9659 STATE (32) (36) (37) -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW TOPICS		"Clackamas Hwy.- Gladstone NCL Sec."	2.84	10,000	(I-80N) 8,500	---	1,500
5					CONST (CODE)							

CARD	CODE							
1	1	PREPARED BY C.L.	PROJECT TOTALS	2.84	10,000	8,500	---	1,500
1	14	PROGRAM APPROVAL DATES 10-18-78 10-01-80			(16) (23)	(24) (33)		

REMARKS
Additional Data: see item
IX-9659(5)

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

2-18-81

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CT LOCATION (45 typewriter spaces) Rd. Jct. SR 224 to Gladstone NCL	ADT	PRESENT 9,840	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 772	ITEM NO. 90183

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9659	SEQ. NO. (7)	I. Projects Only POST MI.	DESIG.	

Interstate Substitutions General Funded

Portland

COUNTY NAME: Clackamas

CODE: 005

ROUTE NO. 0

FEDERAL-AID: 9659

STATE:

U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
E								
OW ICS		"Clackamas Hwy.- Gladstone NCL Sec."	2.84	10,000	(I-80N) 8,500	---	1,500	
NST DE)								ROW-60' minimum; Access Control-none; Parking Restrictions partial.
	C.L.	PROJECT TOTALS	2.84	10,000	8,500	---	1,500	

VAL DATES
10-18-78
10-01-80

REMARKS
Additional Data: see item 90183 Project No.
IX-9659(5).

-Over-

Clackamas Hwy.-Gladstone NCL Section
Project No. IX-9659(7)

Project Data: Work consists of right of way acquisition all phases as required for intersection improvements at Thiessen Road, Clackamas Road and Roots Road.

FHPM 4-1-4 Requirements:

a) State Clearinghouse-A-95 review conclusions dated 5-12-81.
b) District 2 Clearinghouse--A-95 review satisfied by inclusion in FY '81 TIP/AE.

FHPM 7-7-2 Requirements: Categorical Exclusion concurred in by FHWA on April 27, 1981.

FHPM 7-7-5 Requirements:

a) Public Hearings ---- Not required under the Oregon Action Plan.
b) Location/Design ---- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 3.
2) No relocation assistance involved.
3) Included in FY '81 AP in MSD FY '81 TIP/AE page 92 item No. 92.

1522

NARRATIVE REPORT

Clackamas Road to Oatfield Road

Webster Road

Clackamas County

Prefix: 303-1903 & 303-1913

January, 1981

Rec'd.
3-3-81
G

Combine w/ CLACK HWY-NCL (GLADSTONE) WEBSTER RD.

GENERAL: This narrative covers the combining of the two Webster Road projects, Clackamas Highway to Gladstone N.C.L. and Gladstone N.C.L. to Oatfield Road, into one project for contract letting. These two projects include the entire length of Webster Road, a distance of 2.69 miles. The section from Clackamas Hwy. to Clackamas Road, involves work at Thiessen Road intersection only. The balance of the project from Clackamas Road to N.C.L. Gladstone, comprising 1.04 miles, will be done by state contract. The entire project from N.C.L. Gladstone to Oatfield Road will be done by state contract.

The quantities indicated in the attached summary are based on the quantities called out in the original two project summaries and adjusted to reflect reductions such as single move in time for paint crew and a single set of portable signs, etc. The prices reflect reductions realized due to quantity increases.

The enclosed quantity summary of cost estimates for the individual projects reflect the costs if each contract is let separately. The total cost of the projects combined of $733,400, compared with a total cost of the projects on an individual basis of $794,600 could represent a possible savings of $61,200. These figures are based on estimates only.

PURPOSE: This survey provides for increased pedestrian safety and improves the approaches of Roots Road and Cason Road into Webster Road and a signal at Webster Road, Oatfield Road and at Webster Road at Clackamas Road.

MAJOR FEATURES Thiessen Road at Webster Road intersection will be overlayed with 1" AC wearing course.

A signal and sidewalk N.B. at Clackamas Road secures increased safety for school children and greater ease and safety for vehicular movement into Clackamas Road. Clackamas Road will be realigned to facilitate the signalization.

Pedestrian paths will be provided on both shoulders of Webster Road from Bilquist School to Oatfield Road.

Roots Road approach to Webster Road will be widened. Webster Road north and south of Roots Road will be widened to provide acceleration and deceleration lanes northbound. Sidewalks here will secure increased pedestrian safety.

Realignment of Cason Road at the intersection of Cason Road and Webster Road, and raising the grade at the intersection will provide better visibility and improved entry into Webster Road.

Webster Road at Oatfield Road will be slightly realigned and a signal installed to improve safety.

The developer and the City will install sidewalk and monolithic curb and gutter at the N.W. corner of Webster and Oatfield intersection. Grades etc. have been provided to them and it is anticipated that this work will be done before this contract is let. Therefore, no changes in this area should be considered.

SURFACING: The surfacing in the widened areas and the realigned areas will be 14 1/2" aggregate with 4" AC wearing course. A 1" overlay will be used in Webster Road at Thiessen Road, Clackamas Road, Roots Road, and Oatfield Road intersections.

ANTICIPATED CONSTRUCTION PROBLEMS: Clackamas Road (west) is a "Dead End" road; therefore, access must be provided at all times during construction.

The manhole at 'CR' 4+80, 29' right is presently paved over. This paved area will be removed and the top elevation of the manhole will be lowered while the top itself will be modified to a G-2M inlet. A new 12" pipe will be added also.

Two new inlets in the S.E. corner of Webster Road and Clackamas Road will correct the drainage at this corner.

The channelization of Webster Road has been designed taking into consideration the intersection of San Marcos Avenue and the narrowing of Webster Road at Sta. 13 + 05. The storages depicted are absolute minimums. The reversing curves were accepted on the basis that the area is a school area with a 20 MPH speed. The 20:1 tapers were used for the same reason.

The ditch from 33+10 to 35+50 on the right will be replaced with 18"X 30" arch pipe. A transition section from 18" X 30" arch pipe to 24" round pipe will be installed at Sta. 33 + 10 and a spec tee section 4" to 18" X 30" arch will be used at Sta. 33 + 90 to connect to a 4" sub-drain. The second 4" sub-drain at Sta. 34 + 24 will terminate in an inlet. The arch pipe was used to secure sufficient cover.

Two large fir trees at Sta. 30 + 30 left are very close to edge of the pedestrian/pathway. Care must be used in the excavation of this area in order to preserve these trees.

The oak tree at Sta. 38 + 42 right is protected by the residents and is to be preserved.

The power pole at Sta. 39 + 50 will not be moved for economic reasons. It supports high voltage distribution three ways.

The road surface near the oak tree and the power pole will be reduced to approximately 38' in width. The county Engineer has verbally accepted this reduced width.

During construction, access to the mail boxes must be maintained. Adjustment of mail boxes to their permanent location is included in the contract.

The section from Sta. 85 + 00 south to Oatfield Road in Webster Road and the Cason Road section has very little cover over bedrock. No significant problems are apparent at this time.

The ditch along the right side of Webster Road from Sta. 94 + 00 to Sta. 99 + 70 should be made as large as possible as it drains the springs from beneath the road surface. Perforated subdrains beginning at 96 + 50 right deliver this water to the ditch. The typical sections for this area depict a 1 1/2' to 2' V-bottom ditch with varying back slopes. This is desired but may be reduced due to the rock formations and the presence of a 2" gas line in this area. Blasting of this rock has been considered not warranted for economic reasons.

The pipe beneath Webster Road at Sta. 93 + 50 will be extended to clear the fill and will be cleaned out. The outfall will flow along Cason Road north, therefore, the tow of the fill and the drainage here must be carefully installed to avoid ponding.

Solid rock excavation for the signal pole footings is expected.

Telephone service is underground at Webster Road and Oatfield Road. Any excavation in this area requires caution to avoid severing the cables.

VARIANCES FROM DESIRED FEATURES: The lane widths in Webster Road at Clackamas Road and Roots Road are 11' with 1' shy distance to curb. The same occurs in Roots Road approach to Webster Road and Oatfield Road at Webster Road. These widths were adopted for economic reasons. The alternative would be to purchase expensive R/W at all three locations in addition to construction costs to widen the affected areas.

UTILITIES: P.G.E. will be required to relocate 14 power poles.

Pacific Northwest Bell will be required to relocate two service pedestals and any service attached to the relocated power poles.

The City of Gladstone will be required to adjust four valves and three manholes.

Any cable television facilities affected by the relocation of the power will need adjustment also.

Northwest Natural Gas will be required to adjust two valves and locate all lines.

Four water meters and three fire hydrants will need relocation by Gladstone Water District.

SAFETY: Flagmen can provide the needed safety for the public. Additional caution is recommended while the Cason Road intersection is being constructed.

The City of Gladstone will close Cason Road and Webster Road to traffic during fill construction, estimated two days, but Tri-Met buses will be flagged through the construction.

RIGHT-OF-WAY Additional R/W will be required at Clackamas Road, Roots Road, Cason Road and Oatfield Road intersections.

Slope easements will be needed at the south side of Roots Road and the east side of Webster Road at Roots Road, and at the south side of Cason Road.

Construction permits will be needed at Sta. 25 + 00, 26 + 30, and 90 + 00 to build driveways.

S. F. HIMES

DOT

1/26/81

pv

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1-6-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: X-9659(5)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA – Oregon Division

PROGRAM NO.:

ITEM NO.: 90183

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO
FOR

1-13

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1/6/81

FEDERAL ROUTE NUMBER: FAU 9659

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Clackamas Highway – Gladstone NCL

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/25/80 I approve the revised Preliminary Engineering Costs to a TEC of $15,300 Federal Funds $13,005.

(Increase TEC $6,300 Federal Funds $5,355)

DATE: 1/6/81

SIGNATURE OF APPROVING OFFICIAL: G. K. Hoesner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-631

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 31, 1980

PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90013
Project No. IX-9659(5)
Clackamas Hwy.-Gladstone NCL
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated December 22, 1980.

Approval of this request, combined with my request of September 25, 1980, will involve an increase of $15,700.00 in total cost and Federal obligation of $13,345.00 in Interstate Substitution General funds, with revised financing as follows;

	TEC	FF	%
Present	$24,700.00	$20,995.00	
Previous	9,000.00	7,650.00	
Difference	$15,700.00	$13,345.00	85.0

A tabulation of my previous and present requests are as

Form 734-3122

follows:

Request	TEC	FF
9/25/80	$ 6,300.00	$ 5,355.00
12/30/80	9,400.00	7,990.00
TOTAL	$15,700.00	$13,345.00

Also Attached is a copy of the warrants for the proposed signal at Clackamas Road.

RHZ:bke
Attachment

cc: R.N. Bothman (Metro)
F.E. Terpin
Max Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

9522

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: November ~~10~~ 21, 1980

File No: 303-1913

To Terpin
11-14-80
BEN GIFFORD

TO: D.E. SWAN
Operation Programming Engineer

FROM: MAX J. KLOTZ
Metro Program Manager

SUBJECT: Clackamas Hwy. - Gladstone NCL
Webster Road
Prefix 303-1913
IX-9659 (5)

Clackamas County is requesting the addition of a traffic signal at Clackamas Hwy. and Webster Road, to be included in the subject project. I am sending to you an Authority for Survey #3, and an Amended Federal Aid Project Request reflecting this change.

This Authority for Survey #3 supersedes the Survey Authority #2 we sent to Frank Terpin on August 19, 1980, which has not yet been approved.

MJK:js

cc: F.E. Terpin

11-21-80

Earl Marshon says Assessment needs to be revised. He will hold signal warrants until assessment is revised and send in all together.

G

PLANNING FILE NO. ______

Form E-13 (Rev. 5-79) 9522

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Clackamas Hwy. - Gladstone North City Limits
Date: November 6, 1980
Highway: Webster Road (FAU 9659
Authorization No.: 3
County: Clackamas
Survey Prefix: 303-1913 (Assigned by Salem office)

Description of termini, route, length, etc.:

Site locations at the intersection of Webster Road with Thiessen Road, Hwy. 224, Clackamas Road, Roots Road; and bike/pedestrian improvements from the Gladstone City Limits to Bilquist Road.

Proposed:

Thiessen - provide actuator to traffic signal, overlay intersection.
Hwy. 224 - Install internal illuminated lane control signs.
Clackamas Rd. - Intersection widening & signal
Roots Road - Intersection widening, bike/ped facility, 12-ft. travel lanes and 6-ft. shoulders.

Purpose of survey:

State to perform field survey, prepare plans, specifications, cost estimate, & complete PS&E.

Estimate of cost:
FUNDING: FAIX
CATEGORY: 3
IX-9659

Estimate of Cost		
Field Survey	(901)	13,500
Citizen Participation	(902)	
City or County	(903)	500
Consultant	(904)	
Final Design	(905)	4,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	500
Soils & Geology	(910)	500
Traffic	(911)	3,000
Landscape	(912)	
Liaison R/W	(913)	500
Utility	(914)	400
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,500
Administrative Services	(922)	50
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 24,700
Previous authorization	15,000
Additional authorization requested	9,700
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP-12104-724

AMENDED

FEDERAL AID PROJECT REQUEST

Date October 30, 1980

Applicant Agency Clackamas County

Request for: Off-System____, FAS-C____, FAUS____ Project e4

Federal Aid Route No. FAU 9659 Route Name Webster Rd # 22229

Project Name Clackamas Hwy - Gladstone North City Limits

Project Length 1.0 mile Project Location (Attach sketch map)

Project Description Thiessen Rd: provide actuator to traffic signal & overlay
intersection. Hwy 224: Install internal illuminated lane control signs. } By County
Clackamas Rd: Intersection widening & signal.
Roots Rd: Intersection widening, bike/pedestrian facility to provide 12' travel
lanes & 6' shoulders, Webster Rd: widen from Clackamas Rd to Gladstone NCL. } By State

Average Daily Traffic 10,776 2/2/79 Design Speed 35

@ Clackamas Rd from N & S 8,354 from E & W 2,422

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 25' Travel Lanes 2 Shoulders 6' paved
Medians none Parking restricted
Sidewalks none
Remarks Paved shoulders utilized for pedestrian/bikeway.

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 2 Shoulders 8'
Medians none Parking restricted
Curbed @Clackamas & Roots Rds Length Curb Radii variable
Sidewalk/Bikeway @ Clackamas Rd & Roots Rd. Paved shlds balance of project.
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Webster 60' Clackamas 40' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No XX

3. Will additional right-of-way be needed? Yes XX No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes XX No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location Clackamas Rd @ Webster Rd

Type Fully actuated
Phases three
Type of Suspension Span wire
Interconnected no
Remarks

3. Permanent Signing:

Include in project or by applicant? included in project

4. Permanent Striping:

Include in project or by applicant? included in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Kellogg Creek
Type RCBC
Approach Roadway Width 24 Shoulder Width 5' each side
Length 40' Width 10'
To remain in place? Yes

2. Proposed Structure:

Location None existing to remain
Approximate Size: Length Width

Are sidewalk/bikeways desired? Yes

Are any utilities to be attached to structure? Existing water main is attached to structure

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No XX

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bernard L. Straight — Traffic Engr. Office
2. Environmental — Bernard L. Straight — Traffic Engr. Office
3. Public Hearing — Bernard L. Straight — Traffic Engr. Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State XX Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State XX Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 315,000
Right-of-way costs (if participating)	10,000
Traffic control	60,000
Illumination	
Structures	
Railroad	
Other________	
Preliminary engineering	24,700
PROJECT TOTAL	$ 409,700

Remarks________

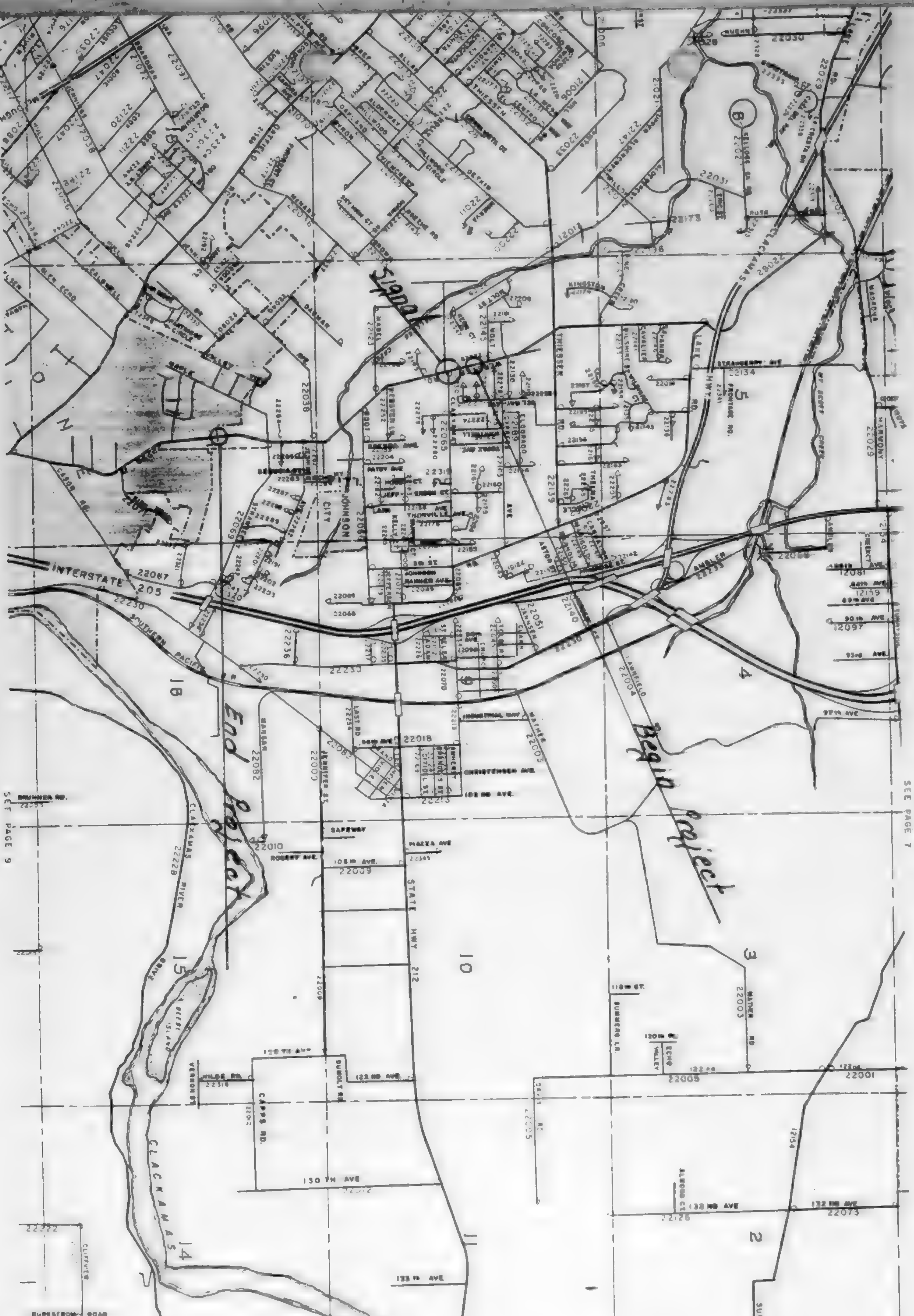
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Clackamas COUNTY

By________ By________

By________ By________

By________


Signal
Begin Project
End Project
INTERSTATE 205
SOUTHERN PACIFIC
CLACKAMAS RIVER
CLACKAMAS
STATE HWY 212
JOHNSON CITY
THIESSEN
CLACKAMAS HWY
SUNNYSIDE ROAD
130 TH AVE
132 ND AVE
142 ND AVE
122 ND AVE
SEE PAGE 7
SEE PAGE 9
18
15
14
10
11
9
5
4
3
2
8

T.2 S. R.2 E.

95[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6

October 28, 1980

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Construction Engineering by State Forces
Project No. IX-9659(6)
Webster Rd. @ Clackamas Hwy. & Thiessen Rd. Sec.
Clackamas County

I request concurrence that construction engineering for the subject project is eligible from date of PS&E approval and that your authorization letter (PR-1240) dated 9-25-79 be revised to include that item at a total estimated cost of $1,900 and Federal participation of $1,710 with no additional obligation of funds at this time.

JLG:sr

cc: Gary Zehner

G

Form 734-3152

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 31, 1979

TO: G. L. Green, Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

Original Signed By
D. E. Swan

SUBJECT: Project Data Submission
Item No. 90183
Project No. IX-9659(6)
Webster Rd. @ Clackamas Hwy. & Thiessen Rd. Section
Clackamas County

Attached is support data consisting of PR-1 forms and project maps.

I request the following:

1. Transfer of Interstate Substitution General Funds for construction of the subject project which will involve an estimated total cost of $19,000 with obligations of federal funds in the amount of $16,150. This request is based on the April 18 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.
2. Public interest finding to accomplish work with County forces according to my letter of June 11 under Project No. IX-9659(5). The attached force order should satisfy your letter of June 15 (H.F.O.1-OR) received in reply to my submittal for the public interest finding.
3. Approval of the "Order for Force Work Performed by County Forces" (3 copies attached) covering work under the project and an authorization to proceed at an estimated total cost of $19,000 with obligation of federal funds in the amount of $16,150. Reimbursement will be claimed on an actual cost basis.

4. Authorization that preliminary engineering charges for work necessary to prepare final plans for the project are eligible under Project No. IX-9659(5) if the preceding PS&E approval request is granted. This action is requested to expedite starting construction of this project.

JLG:fkc
Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

7-31-79

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER (19) (20)

PROJECT LOCATION (45 typewriter spaces) 21: Co. Rd., Jct. SR 224 65

ADT: PRESENT 9,840 (66) FUTURE 16,000 (70) YEAR 99 (71) (72)

REGION 10

STATE NAME Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26: Traffic Signal 62

NATL. FOREST (63) (65)

FH ROUTE NO. (69)

SURV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14 IX- 23 NUMBER 9659

CARD

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Clackamas

NAME OF URBAN AREA 17-31: Portland

ROUTE NO. U FEDERAL-AID 9659 (32) STATE Co. Rd.* (36) (37) U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y031		"Webster Rd. @ Clackamas Hwy. & Thiessen Rd. Sec."	0.00	19,000	16,150	---	2,850

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	0.00	19,000	16,150	---	2,850
1	14		JLG			(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES: 10-18-78

REMARKS: Additional Data: Ite
Proj

*Webster Road

3031913

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-31-79

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Jct. SR 224		9,840	16,000	99	10	Oregon	41	823	90183

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
nal								IX-	9659	(6)		

Interstate Substitutions General Funded

Portland

COUNTY NAME: Clackamas CODE 005

ROUTE NO. U FEDERAL-AID 9659 STATE Co. Rd.* U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
E								Util. adj. work as req.
OW								
NST ODE) PICS 31		"Webster Rd. @ Clackamas Hwy. & Thiessen Rd. Sec."	0.00	19,000	16,150	---	2,850	ROW-60' min.; Access Control-none; Parking Restrictions-partial.
	JLG	PROJECT TOTALS	0.00	19,000	16,150	---	2,850	

OVAL DATES

10-18-78

*Webster Road

REMARKS Additional Data: Item No. 90183;
Project No. IX-9659(5)

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Webster Rd @ Clackamas Hwy. & Thiessen Rd. Sec.
Project No. IX-9659(6)

Remarks - continued

Project Data: The work consists of installation of
(1) illuminated lane signs controlling the Webster Road approach at SR 224 and
(2) inductive loop detection equipment for traffic actuation of the existing traffic signal at the intersection of Webster Road and Thiessen Road.

Overlay Webster at Thiessen intersection with asphalt pavement and perform incidental work common to this type of project. Adjust utilities as required.

Note: 1) This project is in Congressional District No. 3
2) Included in CRAG FY '79 TIP/AE on page 134 line 316.

7500 Form FHWA-121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 15, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-9659(5)
Clackamas Highway-Gladstone NCL
Webster Road
Clackamas County

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's June 11 letter requesting approval for County Forces to perform the future construction set forth under Item No. 1 on the back of the PR-1 form has been reviewed. The request cannot be approved as submitted since the cost of the work involved or the percentage of the total project cost was not specified. The justification submitted by the County could also be used as justification for County Forces to perform the other three items of work shown on the PR-1. This would not be acceptable.

For the above reasons, approval of the request must be withheld pending receipt of additional information.

G. K. Hossner
for G. L. Green

cc:
ODOT (D. E. Swan)

RECEIVED
STATE HWY ENGR
JUN 18'79
REFER TO
FOR
Info | Invges | R/D | D R | Sign | Act | File

6-19

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	IX-9659(5)
STATE PROJECT NO.	See below
COUNTY NAME	Clackamas
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90183

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 1979
REFER TO
[illegible]
FOR
Adm | Inves | R/D | D/R | Sgn | Act | File

6-19
orig
to

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	6-15-79
FEDERAL ROUTE NUMBER	FAU 9659
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:
Clackamas Hwy. - Gladstone NCL Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 20, 1979, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 para. 10e and you are now authorized to proceed with the above work for a TEC of $9,000 with Federal participation actually limited to $7,650.

DATE: 6-15-79
SIGNATURE OF APPROVING OFFICIAL: G. K. Hossne
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 11, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT County Force Work
Item No. 90183
Project No. IX-9659(5)
Clackamas Hwy.-Gladstone NCL Sec.
Webster Road
Clackamas County

I request your approval to use County forces to perform the future construction set forth under No. 1 (Thiessen Rd. intersection) of "Project Data" on the back of the PR-1 form for the subject project based on the attached copy of the May 30, 1979 letter from Bernard L. Straight, Traffic Engineer for Clackamas County.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
L. E. George
Max Klotz, Metro
E. L. Hardt, Reg. 1
Jon Rose, Metro
Gary Zehner, w/att.

V H

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

May 30, 1979

Mr. R.N. Bothman
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

ATTEN: Mr. Jon Rose

Reference is made to the interstate transfer project submitted by Clackamas County for modification of the existing traffic control signals on Webster Road. It is herein requested that the traffic control improvements on Webster Road be undertaken by the force account method.

Specifically, the project would provide traffic actuation of the existing traffic signal on Webster Road at Thiessen Road along with a pavement overlay of that intersection. Also, illuminated lane control signing would be installed on Webster Road at the Clackamas Highway intersection. These improvements are included in the Transportation System Management program within the Gladstone-Milwaukie Subarea and at present are being programmed with other T.S.M. applications for roadwork on Webster Road.

It would be in the public interest to realize the more efficient traffic movement and improved safety at the project intersections at the earliest time. Clackamas County installed and maintains the Webster-Thiessen signal. Familiarity with this signal and the availability of the detection equipment and the lane signs from our inventory give County forces a time saving advantage. Further time savings would be gained and project engineering costs would be reduced if the project would not be delayed by the preparation of contract plans and the bid scheduling process.

Upgrading the traffic controls and asphalt paving are normal operations performed by the County. Scheduling County forces to work during low traffic volume hours will minimize any interruption and delay to the traveling public. A contract operation could not afford the same flexibility in work scheduling.

MA PDM PDE TSE SPC
ODOT - METRO
JUN 04 1979
AM PPS FILE [illegible]

The project involves a variety of work and it is uncertain if a reasonable contract price can be obtained for a project of this nature. Clackamas County is assured that the project, if accomplished by force account, would result in a cost savings as compared to contracting this same work. Cost savings, the earlier implementation of the traffic control improvements and the least disruption to the traffic are our justification for this single T.S.M. project to be done under force account.

Please review, and if satisfactory, forward this request to FHWA for consideration and further programming of the Webster Road Signal Modification project application.

Bernard L Straight
BERNARD L. STRAIGHT, Traffic Engineer
Operations Division

/kj

May 29, 1979

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6742

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the Clackamas Highway-North City Limits (Gladstone) Section of S.E. Webster Road in Clackamas County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Gerald Wimer (agreement attached)

9522

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 20, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90183
Project No. IX-9659(5)
Clackamas Hwy.-Gladstone NCL Sec.
Webster Rd.
Clackamas County

Attached is support data consisting of PR-1 forms, project maps and OSHD Authority for Survey.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $9,000 with obligation of Federal funds of $7,650.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work necessary to obtain PS&E approval.

These requests are based on the April 18 letter to you from Mr. F. B. Klaboe, Director of Department of Transportation.

JLG:tmw

Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

N H

Form 81-731-0027 (9-77)

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-20-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Jct. SR 224 to Gladstone NCL 65	**ADT**	PRESENT 9,840	FUTURE 16,000 (66) (70)	YEAR 99 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- 14 23	NUMBER 9659 7

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA 17-31: Portland

COUNTY NAME: Clackamas

ROUTE NO. U | FEDERAL-AID 9659 (32) | STATE Co. Rd.* (36) | U.S. (37) ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			2.84	9,000	7,650	---	1,350
5					**ROW**							
5					**CONST** (CODE)		"Clackamas Hwy.- Gladstone NCL Sec."		(99,200)			

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	2.84	9,000 (16) (23)	7,650 (24) (33)	---	1,350
1	14	PROGRAM APPROVAL DATES 10-18-78					REMARKS	

* Webster Road

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-20-79

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
d., Jct. SR 224 to Gladstone NCL		9,840	16,000	99	10	Oregon	41	823	90183

K (35 typewriter	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ing								IX-	9659	(5)		

Interstate Substitutions General Funded

Portland

COUNTY NAME: Clackamas

CODE: 005

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9659	Co. Rd.*	---

PROGRAM STAGE ☐ 1 OR ☐ 2

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
			2.84	9,000	7,650	---	1,350	Util. prep. work as req.
W								
ST		"Clackamas Hwy.- Gladstone NCL Sec."		(99,200)				ROW-60' min.; Access Control-none; Parking Restrictions-partial.
JLG		PROJECT TOTALS	2.84	9,000	7,650	---	1,350	

DATES 10-18-78

REMARKS

* Webster Road

-over-

USCOMM DC

CLACKAMAS HWY.-GLADSTONE NCL SECTION
PROJECT NO. IX-9659(5)

Existing Facility:

Rd'way --- Basic two lane bit. surf. travelway 30' to 45' in width with 4' to 6' shoulders.

Signals --- Fixed time at Thiessen Rd.

Adjacent Sections:

N. End --- Basic 40' two lane bit. surf.

S. End --- Basic 36' two lane bit. surf.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future improvement at four locations which involve 1) install at Thiessen Rd. traffic signal actuator, overlay intersection and install internal illuminated lane control signs at SR 224; 2) widen intersection at Clackamas Rd.; 3) widen intersection at Roots Rd. and install flashing beacon; 4) widen between Bilquist School and Gladstone NCL to provide two 12-foot travel lanes with 6-foot shoulders for pedestrian/bikeway.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975 based on "Statewide Environmental Assessment for Highway Safety Improvement Projects" and also for Roots Rd. on January 4, 1979 under Project No. IX-9659(4).

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review exempt under working agreement.

b) Dist. 2 Clearinghouse --- A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements:

a) Public Hearings --- None required under Oregon Act

b) Location/Design --- Not a factor in the developmen

Note: 1) This project is in Congressional District No.

2) Included in CRAG FY '79 TIP/AE on page 134 li

L SECTION

bit. surf. travelway 30' to 45' in width with
ders.

Thiessen Rd.

lane bit. surf.

lane bit. surf.

sists of all phases of preliminary engineering
ry work for future improvement at four locations
t Thiessen Rd. traffic signal actuator, overlay
ternal illuminated lane control signs at SR 224;
lackamas Rd.; 3) widen intersection at Roots Rd.
; 4) widen between Bilquist School and Gladstone
travel lanes with 6-foot shoulders for pedestrian/

ilroads, Water Developments, Historical and
nvolved.

onmajor action project concurred in by FHWA on
"Statewide Environmental Assessment for Highway
" and also for Roots Rd. on January 4, 1979 under

-- A-95 review exempt under working agreement.

--- A-95 review satisfied through inclusion of
project in CRAG TIP.

FHPM 7-7-5 Requirements:

a) Public Hearings --- None required under Oregon Action Plan.

b) Location/Design --- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 3.

2) Included in CRAG FY '79 TIP/AE on page 134 line 316.

9522

L

April 13, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Suite 100, Equitable Center
530 Center Street N. E.
Salem, Oregon 97310

Dear Mr. Green:

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Project	Work	Funds	
		Federal	Local
Clackamas Hwy.-Gladstone UCL Section	PE, ROW & Const.	$91,970	$16,230

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director of Transportation

cc: Metropolitan Service District

JLG:tmw

bc: H. S. Coulter
R. N. Bothman
D. H. Moehring

95-2

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-14-79	CC 1981		303-1903-295

BILL TO: Code:

City of Gladstone
City Hall
Gladstone, Oregon 97027
Attn: Bernice Marlow, City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the Advance Deposit for Preliminary Engineering on the Gladstone-Oatfield Road on S.E. Webster Road. IX 9659(3)			

Advance Deposit Amount $2,000.00

Advance Deposit Previously Transferred to Highway Fund $---

Balance $ 500.00

Transfer to Highway Fund $1,500.00

Refund Due $

Partial or final request for billing Partial

Number of the previous request in connection with this service.

Amount Due $

Submitted by: Fred Hildebrandt
F. Hildebrandt

Approved:

SP*35736-734

2532

January 4, 1979

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the January 16 meeting will be two requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone is requesting a $20,000 project to realign and channelize Abernethy Lane at Portland Avenue.

Clackamas County's request is for a $108,200 project to widen and improve Webster Road at four locations.

Interstate Transfer funds for these projects are estimated at $108,970, with Local Government providing all of the required $19,230 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Att.

bc: F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
G. W. Wimer (3)
George Bell

CLACKAMAS COUNTY
Proposed Interstate Transfer Project

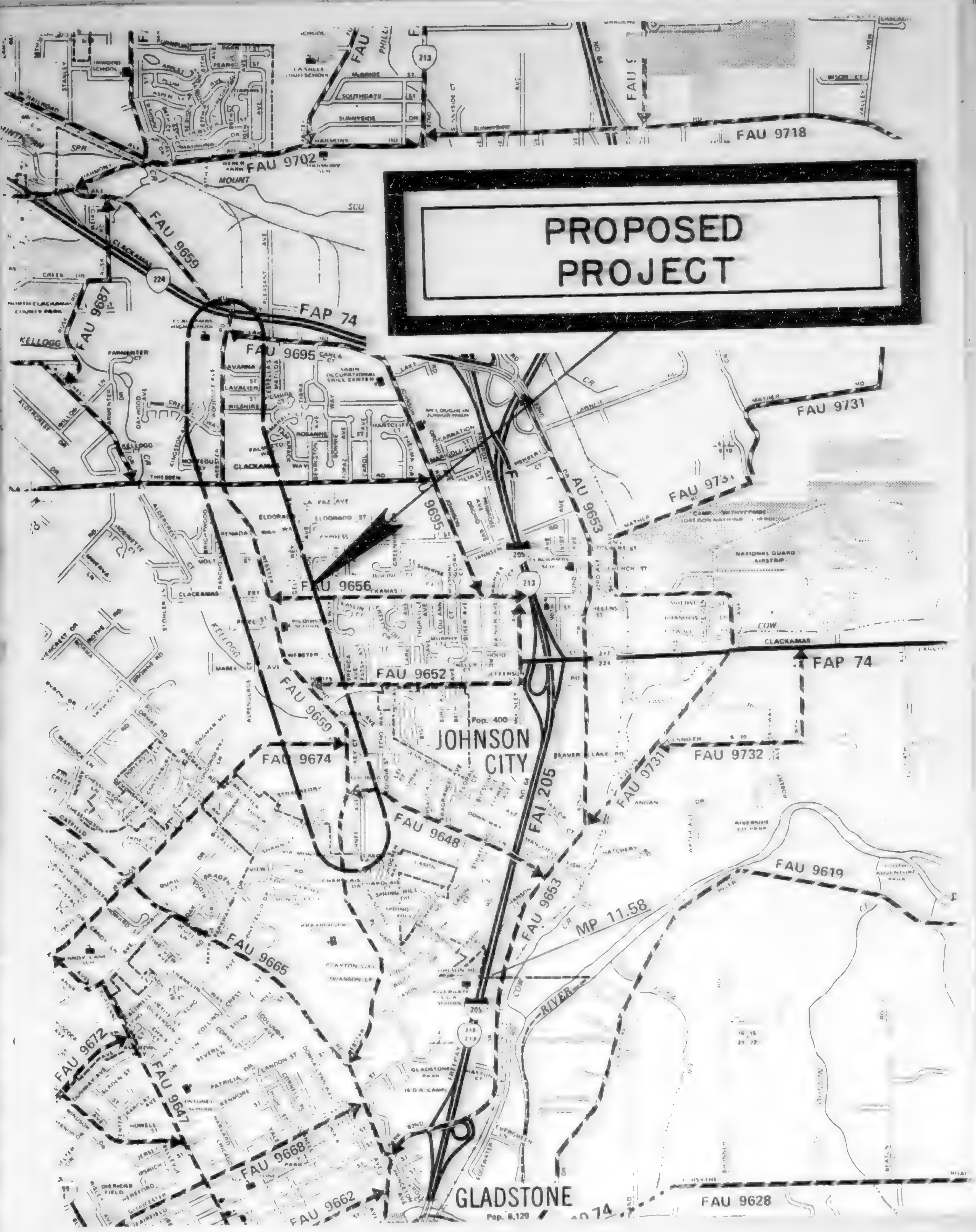
Clackamas Highway-North City Limits (Gladstone)
S.E. Webster Road, FAU 9659
Grade, Pave, Signals, Signing and Striping
$108,200

This project entails all the work and costs to provide the following improvements on Webster Road: 1) Provide traffic actuation to the existing signals at Thiessen Road, place an asphalt overlay on the intersection and approaches at Webster Road and Thiessen Road, and install lane control signs at Clackamas Hwy., 2) Widen Webster Road on the east side to provide an additional travel lane with curbs and sidewalks from Clackamas Road 300 feet south and widen and resurface the Clackamas Road approach to a 28-foot curbed width, 3) Widen Webster Road on the east side, 150 feet north and south of Roots Road, to provide an additional travel lane with curbs and sidewalks, widen and resurface Roots Road approach to a 28-foot width, and install a flashing beacon, and 4) Widen Webster Road on both sides to extend the existing pedestrian-bikeway from Bilquist School to Gladstone north City limits.

Minor amounts of right-of-way will be required and will be acquired as a participating cost.

State will perform preliminary and construction engineering.

79-a
1/4/79


PROPOSED PROJECT
FAU 9718
FAU 9702
FAU 9659
FAP 74
FAU 9687
FAU 9695
FAU 9731
FAU 9696
AU 9653
FAU 9656
FAU 9652
FAP 74
JOHNSON CITY
Pop. 400
FAI 205
FAU 9674
FAU 9732
FAU 9648
FAU 9619
FAU 9653
MP 11.58
FAU 9665
RIVER
FAU 9672
FAU 9647
FAU 9668
FAU 9662
GLADSTONE
Pop. 8,120
FAU 9628
KELLOGG
CLACKAMAS
NATIONAL GUARD AIRSTRIP
213
224
205

1522

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring, Manager ATTN: G. Zehner DATE: December 22, 1978
Office of Project Management

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Intersection Improvements
Webster Road at Roots Road
Clackamas County

The subject project has been reviewed as requested. It appears that the flashing beacon is warranted, however, the cost estimate is low.

We agree with the estimated costs for the project sumitted by the Metropolitan Office, a copy of which is attached.

L E George

L. E. George
Traffic Engineer Supervisor

RTS:DKH:cs

Attachment

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
GE ☒ FAE ☐ OPE
JAN 0 1 1979
M
File: PM
Zehner

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project e(4)

Federal Aid Route No. FAU 9659 Route Name Webster Road #22229

Project Name Webster Road at Roots Road

Project Location (Attach sketch map)

Project [illegible]

Project Description [illegible] improvements would extend
lane width prov[illegible] bus transit stops along the curbed area. The
150 ft. north and south of Roots Road [illegible]
installation of a flashing traffic control beacon is also included in the intersection
improvement. The Roots Road approach will be curbed and resurfaced at a 28 ft. width.

Average Daily Traffic Webster Road

Design Speed 40 MPH

North Approach 9,110 ADT 5/78
South Approach 8,130 ADT 5/78

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26 ft
Travel Lanes 2
Shoulders 6 ft
Parking yes
Medians None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width Webster 36 ft. Roots 28ft
Travel Lanes 2
Shoulders Webster 6 ft on west side
Parking restricted
Medians None
Curbed East side of Webster
Length Curb Radii 25 ft. with mounting ramps
Sidewalk/Bikeway 5 ft. sidewalk installed behind curb tapered to meet proposed bik w.
Remarks Additional roadway improvemnets are proposed and described in the Webster Road Pedestrian/Bicycle Improvement Project.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Webster 60 ft. Roots 40 ft.
Minimum ____
Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

ecm. O.D.O.T. 11-7-78.

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location Webster Road at Roots Road

Type Flashing control beacon
Phases
Type of Suspension span wire
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______
   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bernard L. Straight, Traffic Engineer Office
2.	Environmental	Bernard L. Straight, Traffic Engineer Office
3.	Public Hearing	Bernard L. Straight, Traffic Engineer Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant ________ State X ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No X ________

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 12,000.00
Right-of-way costs (if participating)	
Traffic control	5,500.00
Illumination	
Structures	
Railroad	
Other Contingency	1,750.00
Preliminary engineering	1,750.00
PROJECT TOTAL	$ 21,000.00

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone Milwaukie Subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Clackamas COUNTY

By ________ By ________

By ________ By ________

By ________

Sheet [illegible] of 2 Sheets

[illegible] STATE HIGHWAY [illegible]

Calculations [illegible] & Roots Rd

Made by H.C. [illegible] Checked by .... 19.. Back-checked by .... 19..

Adjust Manhole	100.00
Curb	2,200.00
Sidewalk	2,250.00
Base Rock	2,[illegible].00
A.C.	3,[illegible]75.00
Flashing Beacon	7,000.00
Mounting [illegible]	400.00
Adj[illegible]	600.00
	18,3[illegible]
+ 40%	7,3[illegible]
Total	25,6[illegible].00

1522

STATE OF OREGON **INTEROFFICE MEMO**

Technical Services 238-8231
DEPT. TELEPHONE

TO: D. H. MOEHRING attn: Buz Swan **DATE:** December 14, 1978
Project Management

FROM: MAX J. KLOTZ MJK
Technical Services Engineer

SUBJECT: Clackamas Highway —
Gladstone North City Limits
SE Webster Road
Clackamas County
Planning File 78-104

Here is our programing packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, four federal aid project requests, and an environmental assessment. The assessment is for the intersection improvement at Roots Road. The other improvements included in this project are covered by the statewide assessment.

to Terpin
12-19-78

This is an e(4) project. It is included in the Gladstone-Milwaukie Subarea TSM project listed in the CRAG TIP on page 134.

Please program $9,000 for preliminary engineering at this time.

lh

attachment

cc: F. E. Terpin
Technical Services (8)

CC. OF PACKET
TO D.E. SWAN
12-19-78
Z

81-128-1307

95[illegible]

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section CLACKAMAS HIGHWAY-GLADSTONE NCL **Date** 12/13/78

Highway SE WEBSTER ROAD (FAU 9659) **County** Clackamas

Existing Facility

Access control? None parking restrictions? Partial
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas None involved
Historical areas None involved

Roadway: no. lanes 2 paved shoulders? 4' to 6' shoulders
pavement width 30' to 45'

Structures:	MP	description
1/8 mi. north Avenue	of Jennings	Prestressed concrete deck slab on abutments, span is 12', roadway width is 32', 3' walks on each side of roadway.

Signals: location SE Thiessen Road Clackamas Highway

Descriptions of adjacent sections

North end: 2 travel lanes, 40' total width of pavement
South end: 2 travel lanes, 36' total width of pavement

Railroad crossings

Name of railroad None no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

Project CLACKAMAS HIGHWAY-GLADSTONE NCL, S.E. WEBSTER ROAD

Agency CLACKAMAS COUNTY Date 12/13/78

Type of Project Signal improvement, widen intersections, bikeway

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	(X)	( )	( )
Soils Investigation	(X)	( )	( )
Base Design	(X)	( )	( )
Bridge Design N/A	( )	( )	( )
Signal Design	(X)	( )	( )
Final Design and Specs	(X)	( )	( )
Acquire R/W	(X)	( )	( )
Relocate Utilities	(X)	( )	( )
Construction Engineering	(X)	( )	( )
Environmental Statements	( )	(X)	( )
Action Plan Requirements		(X)	

	State	Applicant	Contractor
Maintenance During Construction	( )	( )	(X)
Maintenance After Completion - Roadway	( )	(X)	
Maintenance After Completion - Signals	( )	(X)	
Power Consumption - Signals	( )	(X)	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

CHG 0001 2

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-104

AUTHORITY FOR SURVEY

Section CLACKAMAS HWY.-GLADSTONE NORTH CITY LIMITS

Highway Webster Road (FAU 9659)

County Clackamas

Date December 12, 1978

Authorization No. 1

Survey Prefix 303-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Site locations at the intersection of Webster Road with Thiessen Road, Highway 224, Clackamas Road, Roots Road and bike/pedestrian improvements from the Gladstone City Limits to Bilquist Road.

Proposed: Thiessen- Provide actuator to traffic signal, overlay intersection. Hwy. 224- install internal illuminated lane control signs. Clackamas Rd.- intersection widening. Roots Road- intersection widening, bike/ped facility widen to provide 12-foot travel lanes and 6-foot shoulders.

Purpose of survey: State to perform field survey, prepare plans, specifications, estimate of cost, and complete PS&E.

IX-9659(5)
6-15-79

		Estimate of Cost
Field Survey	(901)	5,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	[illegible]00
Soils & Geology	(910)	
Traffic	(911)	1,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	800
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . $ 9,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

SP*23604-734

1522

December 12, 1978

City of Gladstone
525 Portland Avenue
Gladstone, Oregon 97027

Attn: Mr. Leonard A. Strobel
City Administrator

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineer phase of the Gladstone NCL-SE Oatfield Road Section of SE Webster Road Interstate Transfer project.

Financial sharing of the preliminary engineering is:

Total P.E.	$12,700.00
Federal Funds	10,700.00
Balance	$ 2,000.00

City share = $2,000.00

Please make your check in the amount of $2,000.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

GEZ:dmc

bc w/AD #555: Vern Skoog-Please return completed AD#555 when check is received.
Region 1 Federal Aid Specialist

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

9522

PART 1. GENERAL INFORMATION

A. Project Identification:

Date DECEMBER 7, 1978

Section ROOTS ROAD INTERSECTION, WIDENING & FLASHING BEACON

Unit (if appl) ________

County Clackamas

City ________

Highway ________

State Hwy. No. ________

Termini: M.P.(if appl) ________

Length ________

Region I

Construction Estimate $21,000 e(4) Funds
Program Amount

B. Purpose of Project: To provide bus transit stops on Webster Road while allowing through traffic to keep moving.

C. Origin & History of Project: Webster Road is a county arterial. This project is being submitted as part of the improvement for the Milwaukie-Gladstone subarea.

D. General Description of Project: Widen Webster Road an additional lane width on the east side north and south of Roots Road, 150' in each direction, providing curbs and sidewalk on the east side. The Roots Road approach would be curbed and resurfaced and the radius on the south side of the intersection increased. A flashing traffic control beacon would be installed.

Alignment: New ________ Existing X Combined ________

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. 6' ; Parking ________

Proposed: No. Lanes 2 ; Med. no ; Shldrs. 6' West Parking ________

Traffic: Existing Facility: Existing ADT 9100 north 8100 south Projected ADT ________ ; Yr. ________

Existing Level of Service ________

Proposed Facility: Projected ADT ________ ; Yr. ________

Projected Level of Service ________

734-3953 (10-75)

Right of Way: Additional anticipated Yes ___; if yes, give approx. No. Parcels ________
Yes, No

Acres .004 ; Type of Relocation Req. none ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

none

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

N/A

Other Descriptive Information or Comments:

None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The area adjacent to Webster Road is rolling, with small pockets of native vegetation where development has not yet occurred. Streams in the area drain into the Clackamas River.

2. Cultural: The immediate area of the project is a mixture of multi- and single-family dwellings.

E. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   A small, pie-shaped piece of undeveloped land will be converted to travel surface.

2. Estimated Impact on Traffic Patterns:

   Buses will no longer block traffic while stopped for passengers.

   Consequences--Air Quality, Noise, Safety, etc:

   Slight improvement in safety

3. Estimated Impact on Land Use:

   None

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No impact

b. Noise Standards

A noise study will be required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

N/A

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Since the proposed project would have only temporary or minor impacts on the human environment, it is recommended that it be categorized assessment only.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

Form 61-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

ESTIMATES SUMMARY

PROJECT	CLACKAMAS COUNTY	D.O.T.
WEBSTER Rd at THIESSEN Rd. " " " OSH 224 SIGNAL MODIFICATION	17,700.00	19,600
WEBSTER Rd at Clackamas Rd.	14,500	11,915
WEBSTER Rd at ROOTS Rd.	21,000	25,620
WEBSTER Rd PED/BIKEWAY.	55,000	55,865
		$113,000

9522

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 27, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan **Original Signed By D. E. Swan**
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90050
Project No. IX-9659 (3)
Gladstone NCL-SE Oatfield Rd. (Gladstone) Section
S.E. Webster Road
Clackamas County

Attached is support data consisting of PR-1 forms and project maps.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $12,700 with obligation of Federal funds of $10,700.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work.

3) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2.

This project is based on Governor Straub's letter dated November 15, 1978, to Mr. G. L. Green, Division Administrator.

JLG:pf
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, W/att.

Budget Bureau No. 41-R2067
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

11-27-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 St., Gladstone NCL, S. 0.76 mi.(Gladstone) 65	5,800	N/A (66) (70)	(71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	28 Preliminary Engineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (76)	14 IX- 23	7 9659

CARD

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA: 17-31 Portland

COUNTY NAME: Clackamas

ROUTE NO. U

FEDERAL-AID: 9659

(32) STATE: Street*

(36) (37) U.S.: - - -

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Gladstone)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			0.76	12,700	10,700	- - -	2,000
5					**ROW**		"Gladstone NCL-S.E. Oatfield Rd.(Gladstone) Sec."					
5					**CONST** (CODE) (Y006)				(114,800)			

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG			0.76	12,700	10,700	- - -	2,500
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24) (33)	REMARKS	

* S.E. Webster Road

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

11-27-78

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
., Gladstone NCL; S. 0.76 mi.(Gladstone)	ADT	5,800	N/A		10	Oregon	41	823	90050

ORK (35 typewriter	NAT'L FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ngineering								IX-	9659	(3)		

Interstate Substitutions General Funded

tland

COUNTY NAME: Clackamas CODE 005

ROUTE NO. U FEDERAL-AID 9659 STATE Street* U.S. - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Gladstone)	CHARACTER OF PROPOSED WORK (Full description)
E ICS			0.76	12,700	10,700	- - -	2,000	Util. prep. work as req.
W								
NST DE) 6)		"Gladstone NCL-S.E. Oatfield Rd.(Gladstone) Sec."		(114,800)				ROW - 60' min.; Access Control-none; Parking Restrictions-partial.
A	JLG	PROJECT TOTALS	0.76	12,700	10,700	- - -	2,500	

OVAL DATES

REMARKS

* S.E. Webster Road

-OVER-

USCOMM DUSCOMM-DC 48905-P61

GLADSTONE NCL-S.E. OATFIELD RD. (GLADSTONE) SECTION
PROJECT NO. IX-9659(3)

Existing Facility:

Basic 32-foot bit. surf. section accommodating two 12-foot travel lanes with a paved 8-foot shoulder on the Easterly side.

Adjacent Sections:

N. End --- Same as existing facility.
S. End --- "T" intersection with SE Oatfield Road.

Project Data:

The work consists of all phases of preliminary engineering including utility preparatory work for future 1) intersection improvement, at Oatfield Rd., by widening and installing a flashing beacon; 2) reduce degree of curvature at Cason Lane and Ridgewood Dr.; 3) widen Westerly side of Webster Rd. to provide an 8-foot shoulder for walkway/bikeway.

Right-of-Way:

No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 7-7-2 Requirements:

Nonmajor action project under par. 10e.

FHPM 4-1-4 Requirements:

a) State Clearinghouse -- A-95 review exempt per work
agreement.

b) District 2 Clearinghouse -- A-95 review satisfied
inclusion of project

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Acti

b) Location/Design -- Not a factor in the developmen
project.

NOTE:

1) This project is in Congressional District No. 3.

2) Included in CRAG FY'79 TIP/AE on page 134, line

atfield Rd. (Gladstone) Section
3)

. surf. section accommodating two 12-foot
a paved 8-foot shoulder on the Easterly

s existing facility.
tersection with SE Oatfield Road.

of all phases of preliminary engineering
preparatory work for future 1) inter-
nt, at Oatfield Rd., by widening and
ning beacon; 2) reduce degree of curvature
Ridgewood Dr.; 3) widen Westerly side of
ovide an 8-foot shoulder for walkway/bikeway.

uired.

rts, Railroads, Water Developments, Historical
as:

nts:

oject under par. 10e.

FHPM 4-1-4 Requirements:

a) State Clearinghouse -- A-95 review exempt per working agreement.

b) District 2 Clearinghouse -- A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

NOTE:

1) This project is in Congressional District No. 3.

2) Included in CRAG FY'79 TIP/AE on page 134, line 316.

DIRECTOR'S FILE 2

ROBERT W. STRAUB
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November 15, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use Interstate Transfer funds for a highway project in the Portland area. Funds for this project are available from the withdrawal of the Mount Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process. Funding will be matched as follows:

		Federal Funds	Local Matching Funds
Webster Rd. Improvements Webster Rd. (Gladstone)	P.E. & Constr.	$48,800	$ 8,700

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds as they are authorized by the Columbia Region Association of Governments.

Sincerely,

Bob Straub
Governor

RWS:sc
Enclosure
cc: Columbia Region Association
of Governments

RECEIVED
NOV 20 1978
OFFICE
DIRECTOR of TRANSPORTATION

STATE OF OREGON **INTEROFFICE MEMO**

TECHNICAL SERVICES 238-8231
DEPT TELEPHONE

TO: D.H. MOEHRING Attn: D.E. Swan
Project Management

DATE: October 30, 1978

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Webster Road Improvements
City of Gladstone
Clackamas County
Planning File No. 78-98

Here is our programming packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, three federal aid project requests, and a traffic signal warrant comparison. This project is covered by the statewide assessment.

to Terpin
11-7-78

This is an e(4) project. This is a part of the Gladstone-Milwaukie Subarea TSM project listed in the CRAG TIP on Page 134.

The City of Gladstone has requested another TSM project on Webster Road for a bus pullout at Swanson Loop. The bus pullout project is being submitted as a separate programming packet because an individual environmental assessment is required for that project.

For purposes of developing a contract, both the attached project and the "Swanson Loop Intersection Bus Pullout" (Metro planning file No. 78-127), could be combined into a single contract.

Please program $12,700 for preliminary engineering at this time.

js

attachments

cc: F.E. Terpin
~~Metro~~ Technical Services (8)

11-7-78
cc of Program Packet
to Swan.
1

OK
2

81-129-1387

1522

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Webster Road Improvements, City of Gladstone Date 10/23/78

Highway Webster Road (FAU 9659) County Clackamas

Existing Facility

Access control? None parking restrictions? Partial
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas None involved
Historical areas None involved

Roadway: no. lanes 2 paved shoulders? 8' (east side only)
pavement width 32' - 40'

Structures: MP	description
	None involved.

Signals: location None

Descriptions of adjacent sections

North end: 2 travel lanes, 32' width of pavement
South end: "T"Intersection with Oatfield Road.

Railroad crossings

Name of railroad None no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

Project WEBSTER ROAD IMPROVEMENTS, CITY OF GLADSTONE

Agency City of Gladstone **Date** October 23, 1978

Type of Project Widening, realignment, signalization

The agreement on this project should provide for the following responsibilities where applicable:

	State	**Applicant**	**Consultant**
Field Survey	(x)	( )	( )
Soils Investigation	(x)	( )	( )
Base Design	(x)	( )	( )
Bridge Design N/A	( )	( )	( )
Signal Design	(x)	( )	( )
Final Design and Specs	(x)	( )	( )
Acquire R/W N/A	( )	( )	( )
Relocate Utilities	(X)	( )	( )
Construction Engineering	(X)	( )	( )
Environmental Statements	( )	(x)	( )
Action Plan Requirments		(X)	

	State	**Applicant**	**Contractor**
Maintenance During Construction	( )	( )	(x)
Maintenance After Completion - Roadway	( )	(x)	
Maintenance After Completion - Signals	( )	(x)	
Power Consumption - Signals	( )	(x)	
Power Consumption - Lighting	( )	(x)	
Pay for Irrigation Water N/A	( )	( )	

Construction will be by Contract (x) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (x) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

2/77

Form E-[illegible] (Rev [illegible]) 25222

GNS0001

2

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-98

AUTHORITY FOR SURVEY

Section N.C.L.(Gladstone)-Oatfield Road.

Date October 17, 1978

Highway Webster Rd. (FAU 9659)

Authorization No. 1

County Clackamas

Survey Prefix 303-1903 (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of existing Webster and consists of work at three locations: 1) Oatfield Rd; 2) Cason Lane and Ridgewood Dr. and 3) North City Limits to Oatfield Road.

Proposed: 1) Above, improve intersection by widening and installing a flashing beacon; 2) above, Redesign to reduce degree of curvature and 3) above, Provide additional width on the west side of Webster Road to provide pedestrian/bicycle path.

Purpose of survey: State to perform field survey, prepare plans, specifications, estimate of costs, and complete PS&E.

IX-9659 (3)
2-8-79

e(4) Funding
Category 3NM SWA

		Estimate of Cost
Field Survey	(901)	9,200
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	1,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey $ 12,700

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

SP*23604-734

75-22

FEDERAL AID PROJECT REQUEST

Date 6/20/78

Applicant Agency City of Gladstone

Request for: Off-System, FAS-C, FAUS Project e(4)

Federal Aid Route No. FAU 9665 Route Name Oatfield Road

Project Name Oatfield Road/Webster Road (FAU 9659) Intersection Improvements - TSM

Project Length 200' approximate Project Location (Attach sketch map)

Project Description At the intersection of Oatfield Road and Webster Road install flashing beacon. Widen Oatfield Road at the intersection to provide a bus stop pullout. Realign Webster Road's intersection to Oatfield at nearer right angle to provide greater traffic safety. Construct curb and sidewalk both sides of Webster Road's intersection and one side Oatfield to increase pedestrian, transit rider safety.

Average Daily Traffic Webster, 5750 - Mar. 1978 Design Speed 35
Oatfield, 6900 - May 1978

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 40' Travel Lanes 2 Shoulders 8'
Medians None Parking Restricted
Sidewalks None
Remarks Webster Road's width varies at intersection, 35' minimum

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 2 Shoulders
Medians None Parking Restricted
Curbed Yes - east side Length Curb Radii
Sidewalk/Bikeway Sidewalk - east side
Remarks

II. RIGHT-OF-WAY DATA (Both Oatfield & Webster Road)

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 70'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No

3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No traffic signal exists currently at this intersection, only stop sign at Webster Road.

2. Proposed Signalization:

Location Intersection of Oatfield Road and Webster Road

Type Flashing beacon
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? Included in project

4. Permanent Striping:

Include in project or by applicant? Included in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

One 175 watt mercury vapor street light exists on Oatfield, at intersection.

2. Proposed Illumination:

Location No additional illumination proposed
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Leonard A. Strobel, City Administrator
   Office
2. Environmental — Leonard A. Strobel, City Administrator
   Office
3. Public Hearing — Bernice L. Marlow, City Recorder
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes ______ No X

If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 39,100
Right-of-way costs (if participating)	-0-
Traffic control	7,000
Illumination	-0-
Structures	-0-
Railroad	-0-
Other Contingencies 10%	5,700
Preliminary engineering 10%	5,700
PROJECT TOTAL	$ 57,500

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Gladstone and/or ______ COUNTY

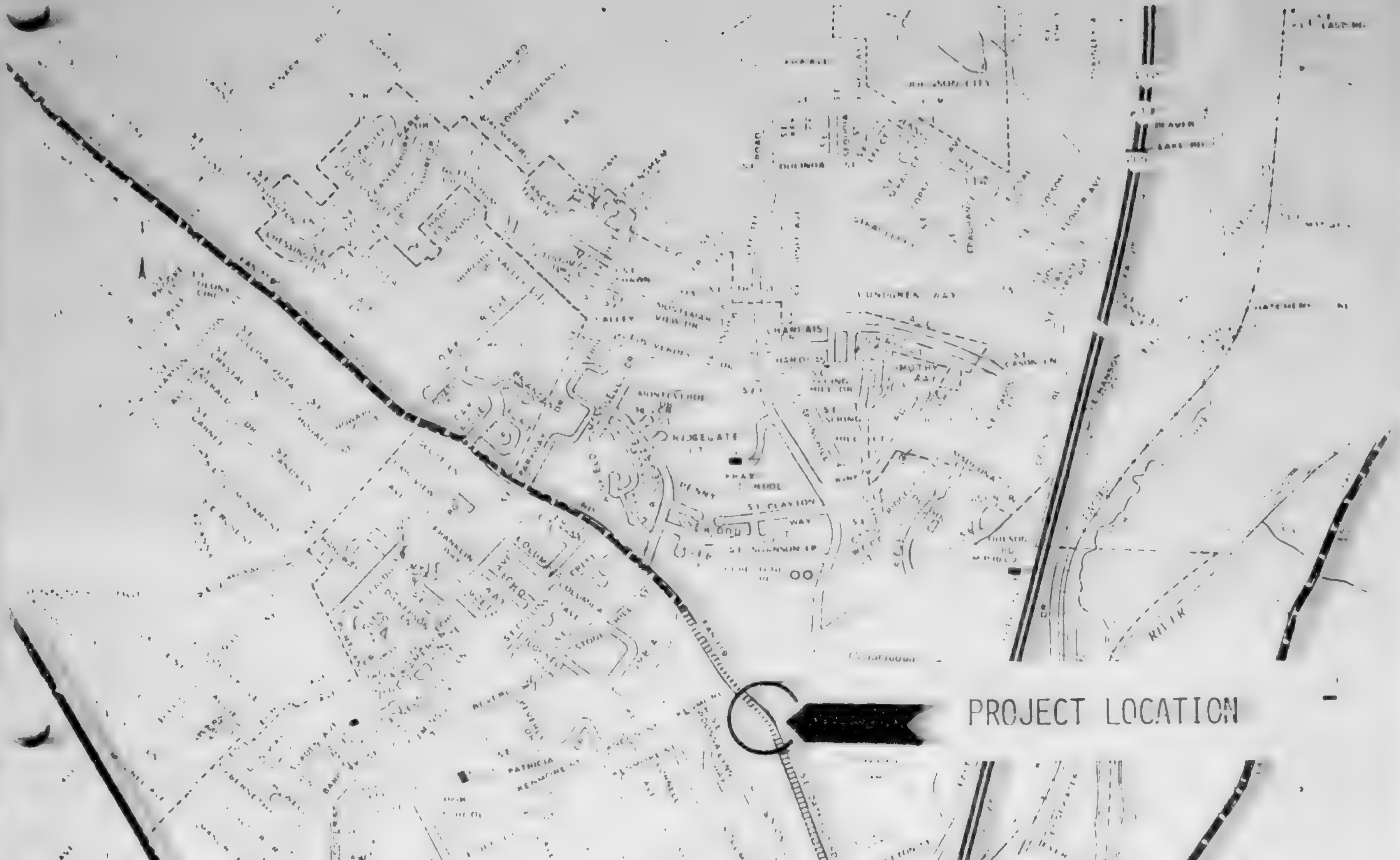
By Leonard A Strobel

By ______

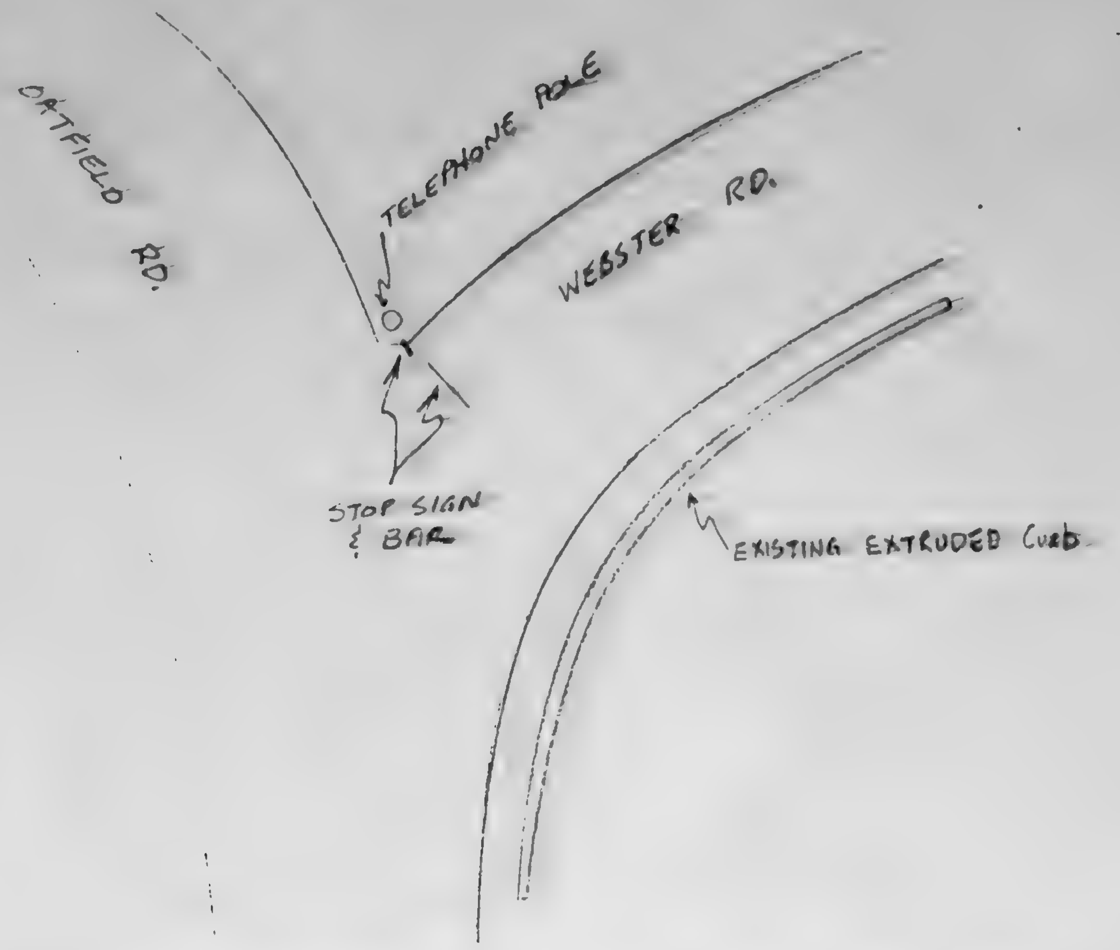
By ______

By ______

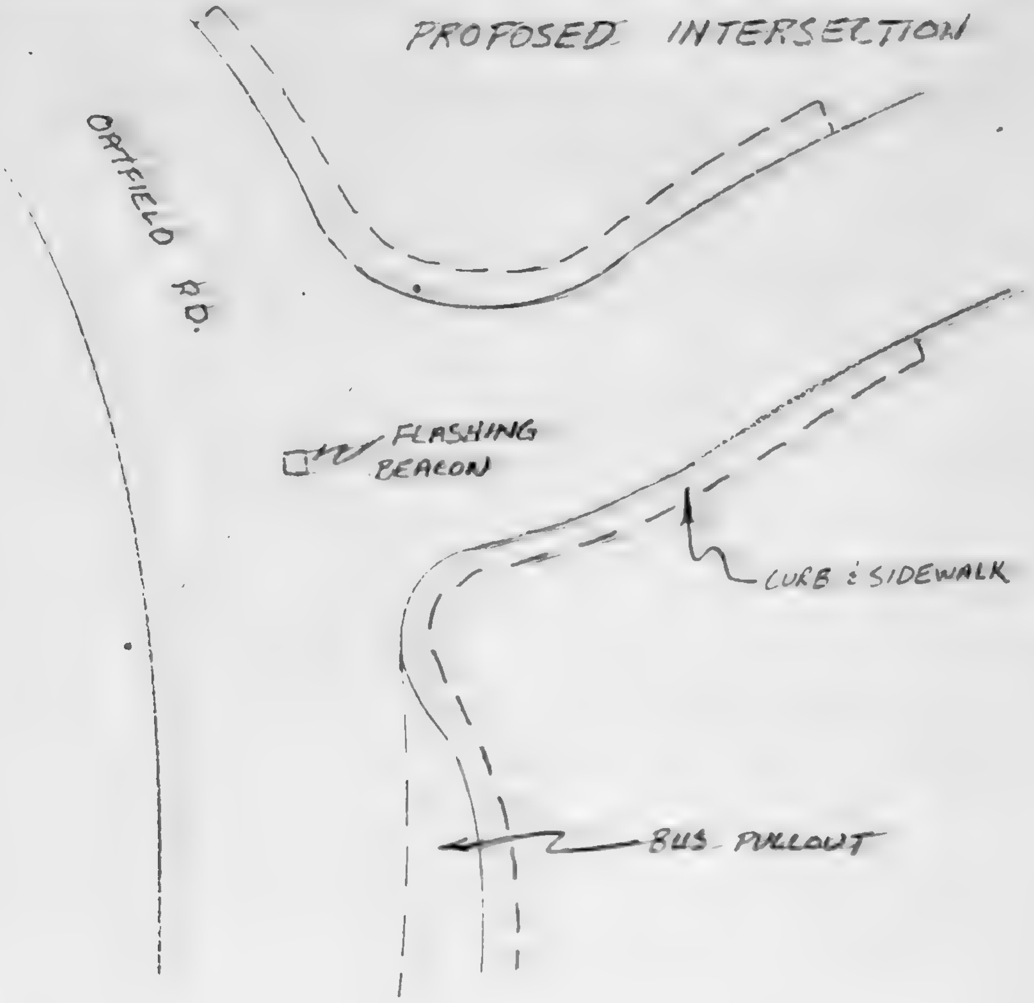
By ______


PROJECT LOCATION
N
GLADSTONE
CLACKAMAS COUNTY OREGON
LEGEND

EXISTING INTERSECTION


OATFIELD RD.
TELEPHONE POLE
WEBSTER RD.
STOP SIGN & BAR
EXISTING EXTRUDED Curb

PROPOSED INTERSECTION


OATFIELD RD.
FLASHING BEACON
CURB & SIDEWALK
BUS PULLOUT

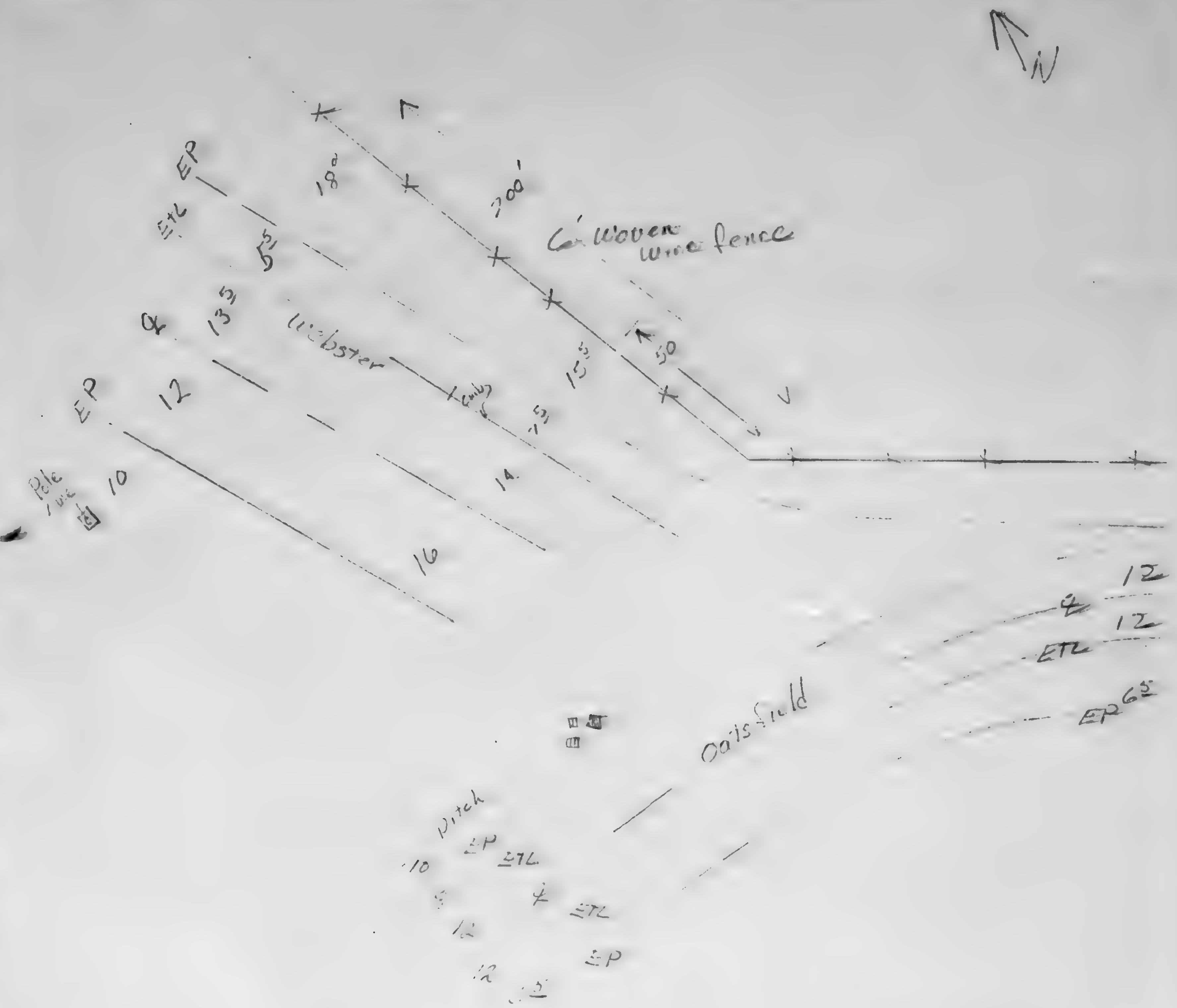
Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for .... Webster @ Oatfield

Made by 19 Checked by 19 Back-checked by 19


N
EP
ETL
18
200'
6' woven wire fence
5.5
13.5
Webster
15.5
50
EP
12
curb
7.5
14
Pole Twr
10
16
12
12
ETL
EP 6.5
Oatsfield
Ditch
EP
ETL
10
12
ETL
12
EP

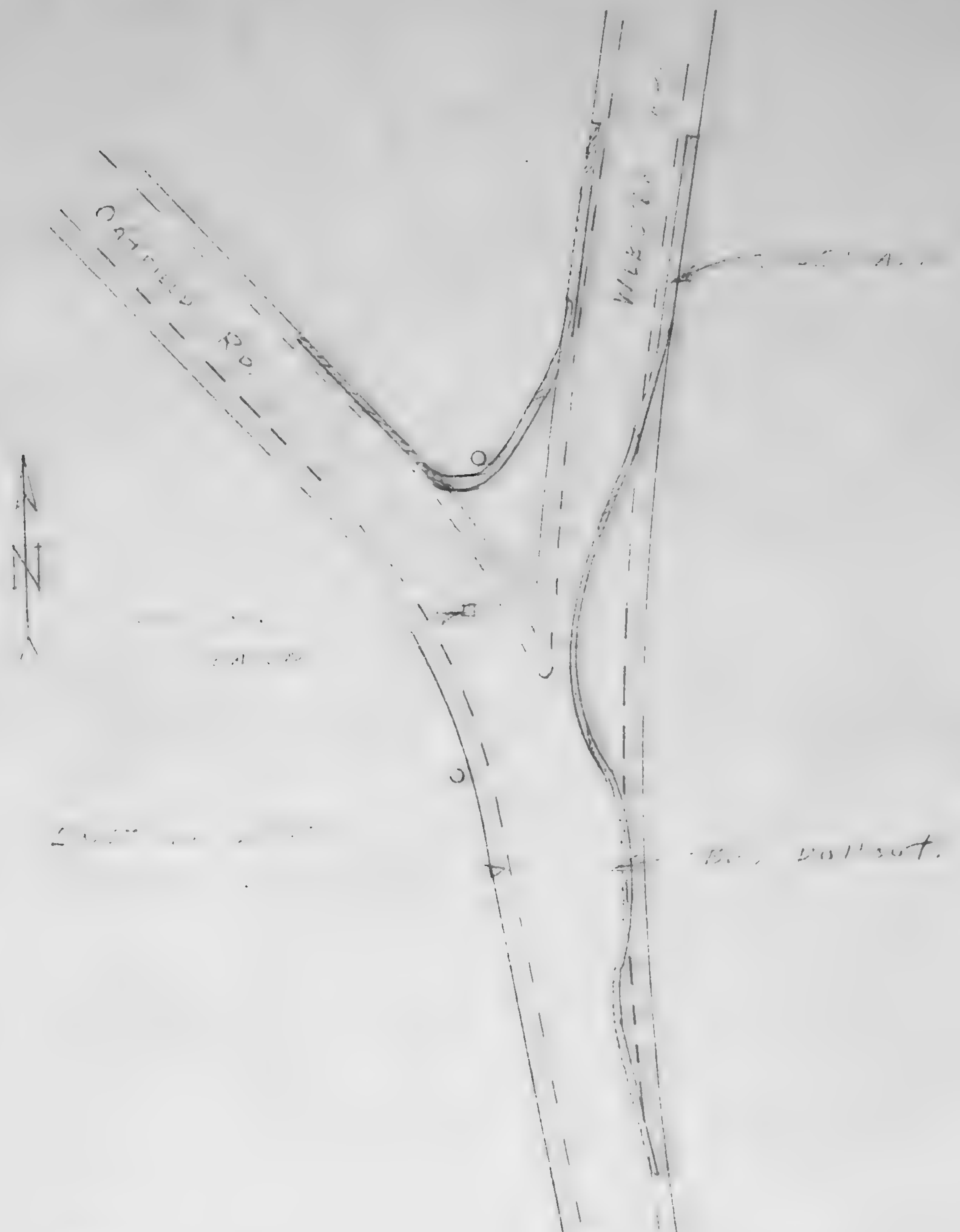
Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for

Made by 19 Checked by 19 Backchecked by 19



OATFIELD RD.
WEBSTER RD.
N
Ex. Pav't.

SCALE 1" = 100'

OATFIELD ROAD WEBSTER RD.

INTERSECTION IMPROVEMENT.

Weaster Rd E Garfield Rd

[illegible]	[illegible]	[illegible] 00
Asp [illegible]	[illegible]	6000
A.C. [illegible] 000 x 4	[illegible]	[illegible]
Asp. [illegible]	[illegible]	20 0
Conc.	[illegible]	3 0
[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]
[illegible]		[illegible]
[illegible]		[illegible]
		[illegible]

NOTE. PROPOSAL IS FOR A FLASHING BEACON

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

OATFIELD ROAD & WEBSTER ROAD - GLADSTONE

TRAFFIC SIGNAL WARRANT COMPARISON*

9/20/78

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	869	803	695	647	645	565	540	511
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	192	234	216	183	119	145	173	116
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)			NOT	STUDIED				

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	500	8
Minor Street	150	5
2. Interruption of Continuous Traffic:		
Major Street	750	2
Minor Street	75	8
3. Minimum Pedestrian Volume:	NOT STUDIED	
Vehicular Volume (Major Street)		
Pedestrian Volume		
4. Accident Experience:		
Preventable Accidents (last 12 months)	NOT STUDIED	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	—	
Minimum Warrant	800	

Date of Traffic Count 9/14/78

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: OATFIELD Rd. Station: ______ Direction: SOUTH

Location: 100' N. OF WEBSTER Rd. Year: 1978

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	~~Sat.~~
	Date (Month & Day)				9-13	9-14	9-15	N & S
	Hour of Day:							combined (Thur.)
A.M.	12 - 1					21	21	71
	1 - 2					15	16	30
	2 - 3					5	3	15
	3 - 4					2	3	7
	4 - 5					7	12	12
	5 - 6					33	26	61
	6 - 7					152	132	286
	7 - 8					255	253	493
	8 - 9					284	258	540
	9 - 10					194	190	419
	10 - 11					164	145	366
	11 - 12					146	200	398
P.M.	12 - 1					216	208	511
	1 - 2					193	242	433
	2 - 3				226	222		565
	3 - 4				224	254		647
	4 - 5				253	300		803
	5 - 6				270	274		869
	6 - 7				277	237		695
	7 - 8				235	279		645
	8 - 9				141	147		415
	9 - 10				121	133		341
	10 - 11				76	95		256
	11 - 12				22	55		126
	Automatic Recorder Total 24 Hours					3,675		
	Axle Correction Factor 1)							
	24-Hour Adjusted Total							

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: OATFIELD Rd
Station: ____________
Direction: NORTH
Year: 1979
Location: 200' S. of WEBSTER Rd.

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	Date (Month & Day)				9-13	9-14	9-15	
	Hour of Day:							
A.M.	12 - 1					50	54	
	1 - 2					15	25	
	2 - 3					10	16	
	3 - 4					5	10	
	4 - 5					5	10	
	5 - 6					28	26	
	6 - 7					134	134	
	7 - 8					238	245	
	8 - 9					256	277	
	9 - 10					225	264	
	10 - 11					202	247	
	11 - 12					252	281	
P.M.	12 - 1					275	277	
	1 - 2					240		
	2 - 3				321	343		
	3 - 4				373	373		
	4 - 5				502	503		
	5 - 6				572	585		
	6 - 7				467	458		
	7 - 8				365	375		
	8 - 9				272	263		
	9 - 10				222	207		
	10 - 11				126	172		
	11 - 12				71	73		
	Automatic Recorder Total 24 Hours					5,331		
	Axle Correction Factor 1)							
	24-Hour Adjusted Total							

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: WEBSTER Rd. Station: ______ Direction: WEST

Location: 150' E. of OATFIELD Rd. Year: 1978

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	Date (Month & Day)				9-13	9-14	9-15	
	Hour of Day:							
A.M.	12 - 1					16	16	
	1 - 2					4	5	
	2 - 3					5	11	
	3 - 4					6	3	
	4 - 5					5	7	
	5 - 6					11	14	
	6 - 7					59	53	
	7 - 8					127	130	
	8 - 9					173	172	
	9 - 10					102	122	
	10 - 11					115	120	
	11 - 12					130	131	
P.M.	12 - 1					116	150	
	1 - 2					121	133	
	2 - 3				140	145		
	3 - 4				210	183		
	4 - 5				212	234		
	5 - 6				179	192		
	6 - 7				158	216		
	7 - 8				127	119		
	8 - 9				144	120		
	9 - 10				97	102		
	10 - 11				56	54		
	11 - 12				41	35		
	Automatic Recorder Total 24 Hours					2,390		
	Axle Correction Factor 1)							
	24-Hour Adjusted Total							

1) 1.00 - (0.5 x S&F Truck Percentage)

9522

FEDERAL AID PROJECT REQUEST

Date 6/20/78

Applicant Agency City of Gladstone

Request for: Off-System ___, FAS-C___, FAUS ___ Project 2(4)

Federal Aid Route No. FAU 9659 Route Name Webster Road

Project Name Webster Road/Cason Lane, Webster Road/Ridgewood Drive Curve Realignments

Project Length 250' each Project Location (Attach sketch map)

Project Description Redesign and reduce degree of curve to increase visability and enhanc traffic safety. Limited earth removal shall be necessary.

Average Daily Traffic 5750 - March 1978 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes 2 Shoulders 8' E side only

Medians None Parking Restricted

Sidewalks None

Remarks Federal Aid Project request, Webster Road pedestrian/bikeway improvements--
TSM proposes 40' roadway width on Webster Road

2. Desired Roadway Cross Section: (Attach sketch)

Width No change Travel Lanes No change Shoulders No change

Medians None Parking Restricted

Curbed None Length Curb Radii

Sidewalk/Bikeway

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes x No

3. Will additional right-of-way be needed? Yes ___ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ___ No ___
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No signalization exists, use of stop signs shall continue

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Included in project

4. Permanent Striping:

Include in project or by applicant? Included in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

One street light unit exists at each intersection

2. Proposed Illumination:

Location No new illumination proposed

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Leonard A. Strobel, City Administrator Office
2.	Environmental	Leonard A. Strobel, City Administrator Office
3.	Public Hearing	Bernice L. Marlow, City Recorder Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes ______ No X
If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work		$ 32,000
Right-of-way costs (if participating)		-0-
Traffic control		-0-
Illumination		-0-
Structures		-0-
Railroad		-0-
Other Contingencies	10%	4,000
Preliminary engineering	10%	4,000
PROJECT TOTAL		$ 40,000

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Gladstone and/or ______ COUNTY

By Leonard A. Strobel

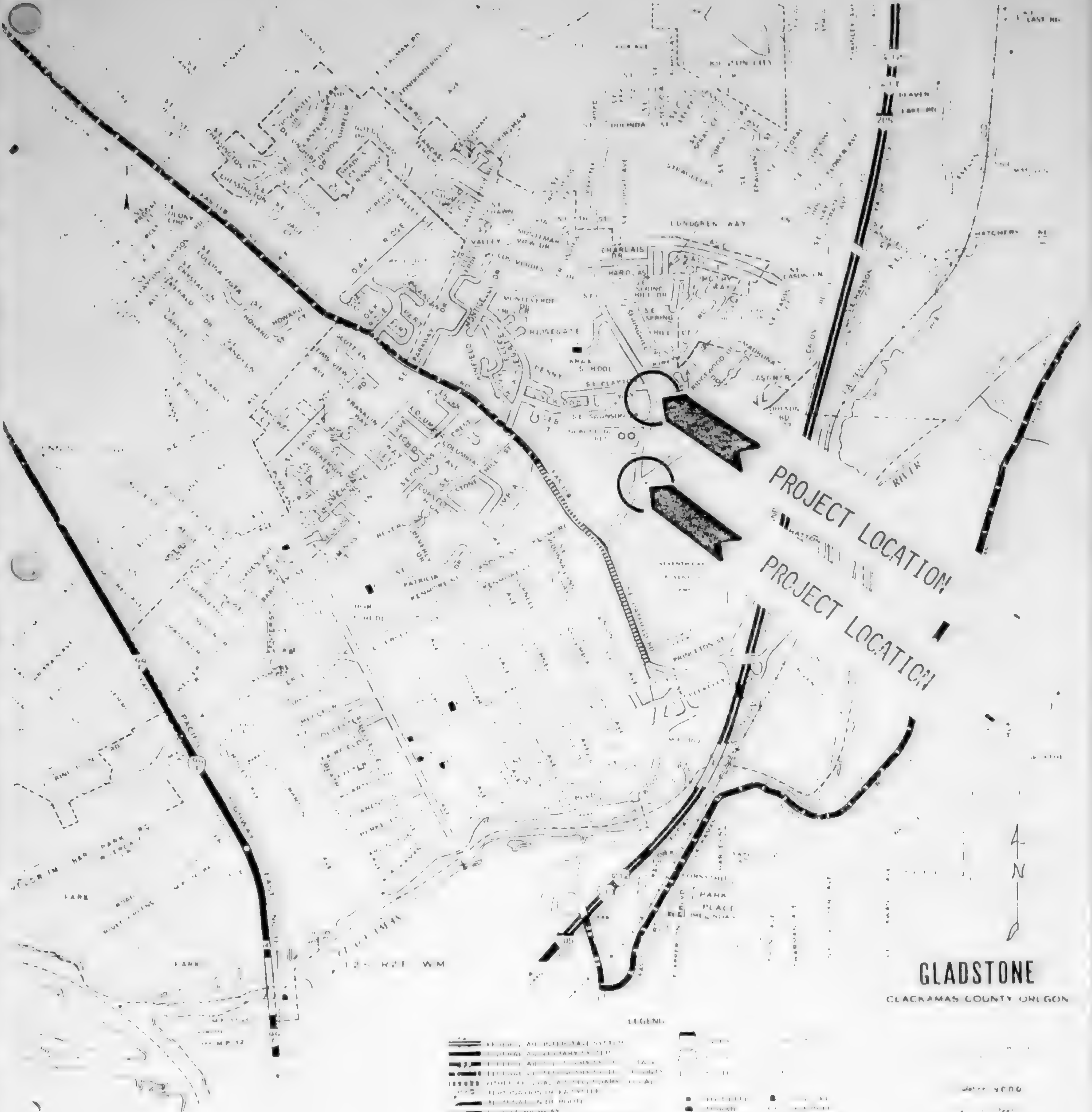
By ______

By ______

By ______

By ______

(1976)


PROJECT LOCATION
PROJECT LOCATION
N
GLADSTONE
CLACKAMAS COUNTY OREGON
LEGEND
STREET OPEN FOR TRAVEL
MAY 78
LUNDGREN WAY
CHARLAIS DR
VALLEY VIEW DR
HATCHERY RD
PRINCETON ST
PARK PLACE
RIVER

Form 81-731-3106

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Webster Rd. – Ridgewood Dr. Curve Realignment

Made by .... 19.... Checked by .... 19.... Backchecked by .... 19....

Pavement:

32' wide x 500 = 16,000 □

A) Base Rock

10' x 500' x 1/2 = 2500 □'

$\frac{0.667 \times 2500 \times 1.30}{27}$ = 81 C.Y. @ $15.00 = $1215.

B) 4" A.C.

0.0061 x 16,000 □ x 4" = 391 ton

@ $30.00 = $11,730.

[illegible]

Form 81-731-3106

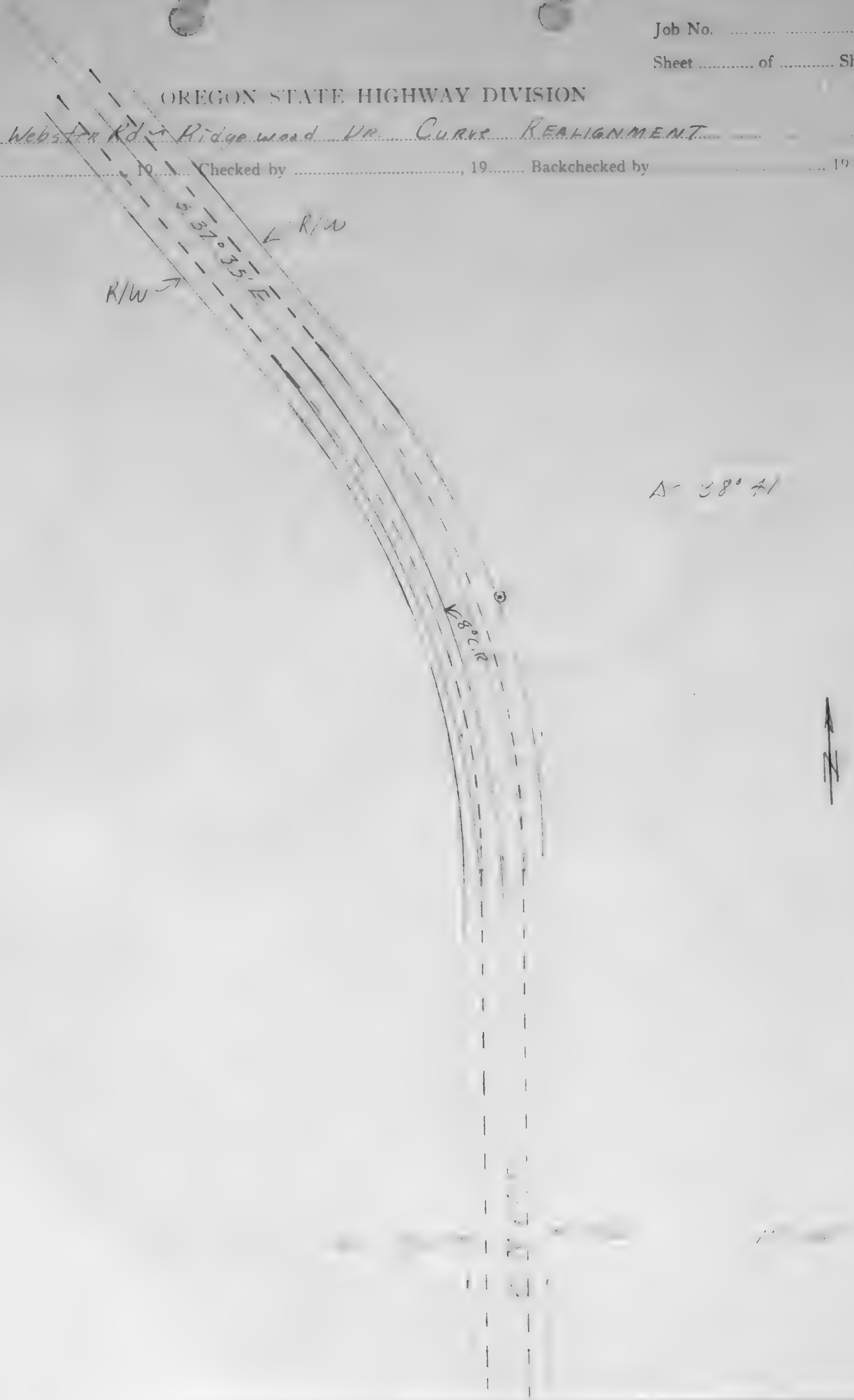
Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Webster Rd - Ridgewood Dr. Curve Realignment

Made by ...., 19...... Checked by ...., 19....... Backchecked by ...., 19......


R/W
S. 37°35' E
R/W
Δ= 38°41
8°C.R
N

Webster Rd. at Ridgewood Dr
Intersection
Looking North

Form 81-734-3106

Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Webster Rd - Cason Lane Curve Realignment

Made by ...., 19....... Checked by ...., 19....... Backchecked by ...., 19......

Pavement

32' wide × 420' = 13,440□'

A) Base Rock

32' × 300' [illegible]

$\frac{0.667 \times 9600 \times 1.30}{27}$ = 308 C.Y. @ $15.00 = $4,620

B) 4" A.C.

0.0611 × 13,[illegible] [illegible] 330 tons @ $[illegible] = 9,900.

General [illegible] [illegible] 400

Move [illegible] [illegible] 800

15,[illegible]

40% [illegible]

$ 22,010

Form 81-731-3106

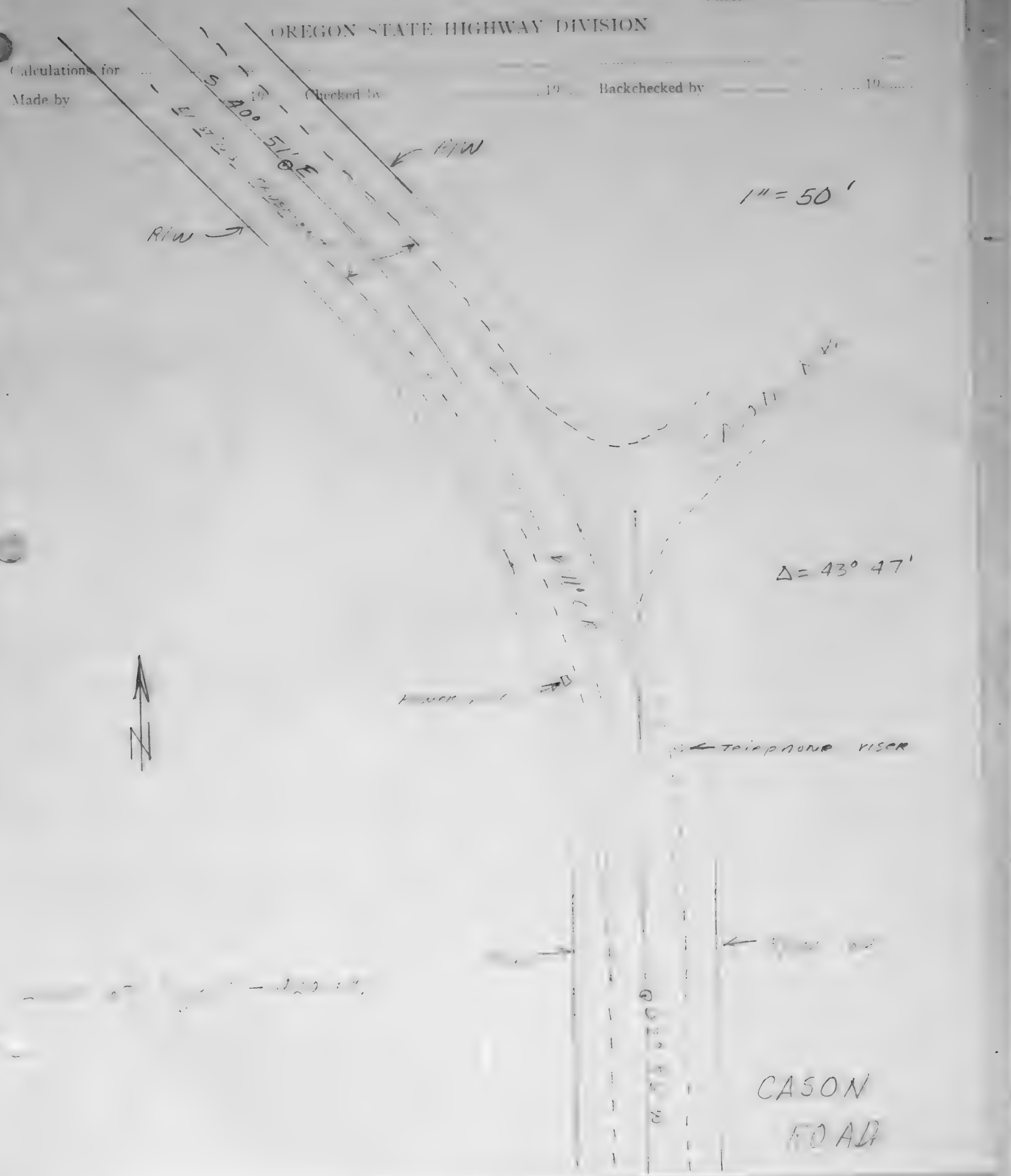
Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by .... 19...... Checked by .... 19...... Backchecked by .... 19......


S 40° 51' E
R/W
R/W
1" = 50'
Δ = 43° 47'
N
Telephone riser
CASON ROAD

CASON ROAD.
LOOKING EAST FROM WEBSTER Rd.

Webster Rd at CASON Rd. Junction
LOOKING NORTH

9522

FEDERAL AID PROJECT REQUEST

Date 6/20/78

Applicant Agency City of Gladstone

Request for: Off-System ____, FAS-C ____, FAUS ____ Project E(4)

Federal Aid Route No. FAU 9665 Route Name Oatfield Road

Project Name Oatfield Road/Webster Road (FAU 9659) Intersection Improvements - TSM

Project Length 200' approximate Project Location (Attach sketch map)

Project Description At the intersection of Oatfield Road and Webster Road install flashing beacon. Widen Oatfield Road at the intersection to provide a bus stop pullout. Realign Webster Road's intersection to Oatfield at nearer right angle to provide greater traffic safety. Construct curb and sidewalk both sides of Webster Road's intersection and one side Oatfield to increase pedestrian, transit rider safety.

Average Daily Traffic Webster, 5750 - Mar 1978 Design Speed 35
Oatfield, 6900 - May 1978

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 40' Travel Lanes 2 Shoulders 8'
Medians None Parking Restricted
Sidewalks None
Remarks Webster Road's width varies at intersection, 35' minimum

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 2 Shoulders ____
Medians None Parking Restricted
Curbed Yes - east side Length Curb Radii ____
Sidewalk/Bikeway Sidewalk - east side
Remarks ____

II. RIGHT-OF-WAY DATA (Both Oatfield & Webster Road)

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 70'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No traffic signal exists currently at this intersection, only stop sign at Webster Road.

2. Proposed Signalization:

Location Intersection of Oatfield Road and Webster Road

Type Flashing beacon
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? Included in project

4. Permanent Striping:

Include in project or by applicant? Included in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

One 175 watt mercury vapor street light exists on Oatfield, at intersection.

2. Proposed Illumination:

Location No additional illumination proposed
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: ____________________

Are any utilities to be attached to structure? ____________________

Are provisions for illumination desired? ____________________

Are there any unusual or complicating conditions? ____________________

Remarks ____________________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ________ No X

   Name of Railroad ____________________
   Existing Crossing Protection ____________________

2. Will existing railroad crossing be altered? ____________________

   Remarks ____________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Leonard A. Strobel, City Administrator Office
2.	Environmental	Leonard A. Strobel, City Administrator Office
3.	Public Hearing	Bernice L. Marlow, City Recorder Office

Remarks ____________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ________ State X Consultant ________

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes ______ No X

If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 39,100
Right-of-way costs (if participating)	-0-
Traffic control	7,000
Illumination	-0-
Structures	-0-
Railroad	-0-
Other Contingencies 10%	5,700
Preliminary engineering 10%	5,700
PROJECT TOTAL	$ 57,500

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea

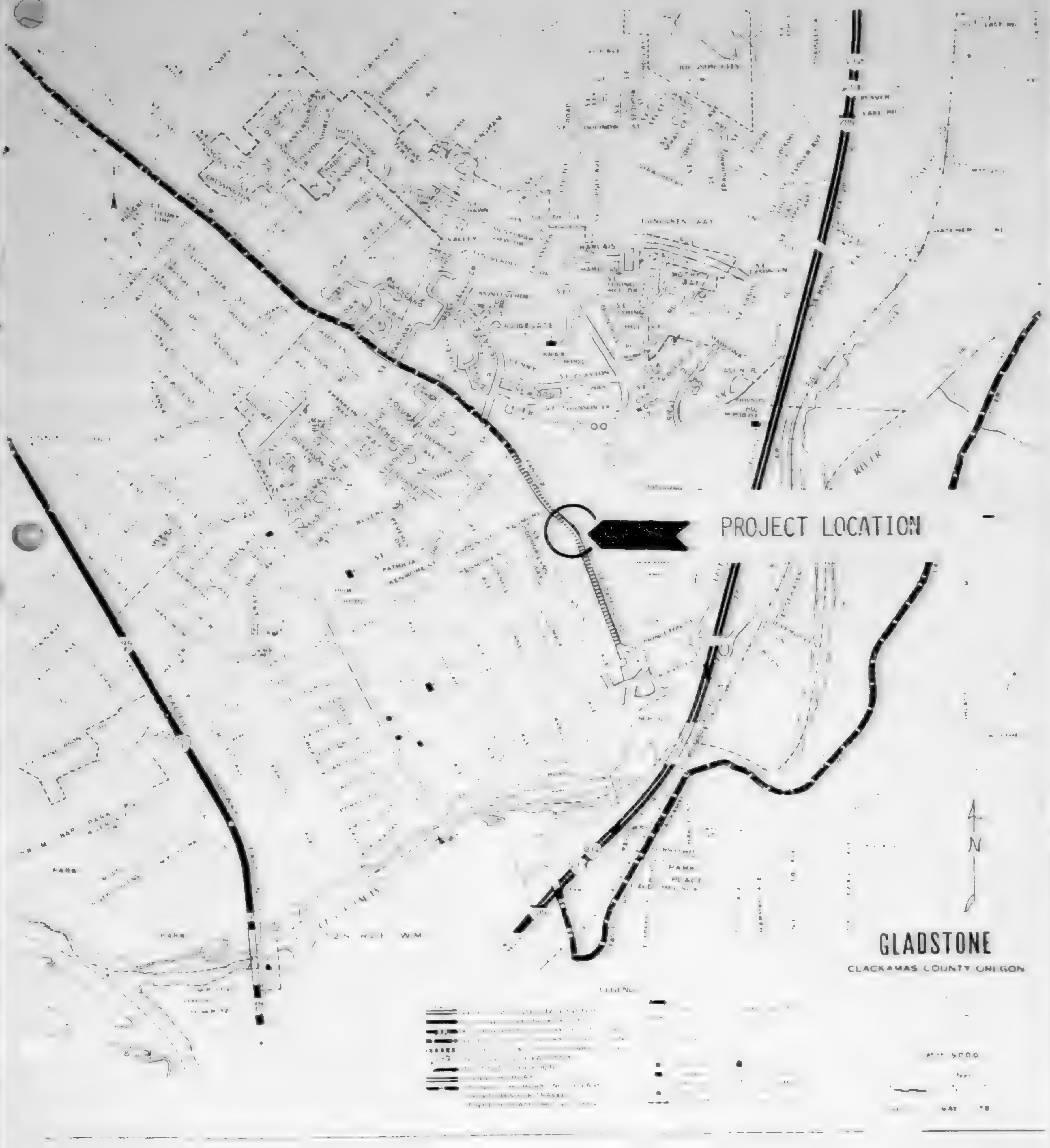
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Gladstone and/or ______ COUNTY

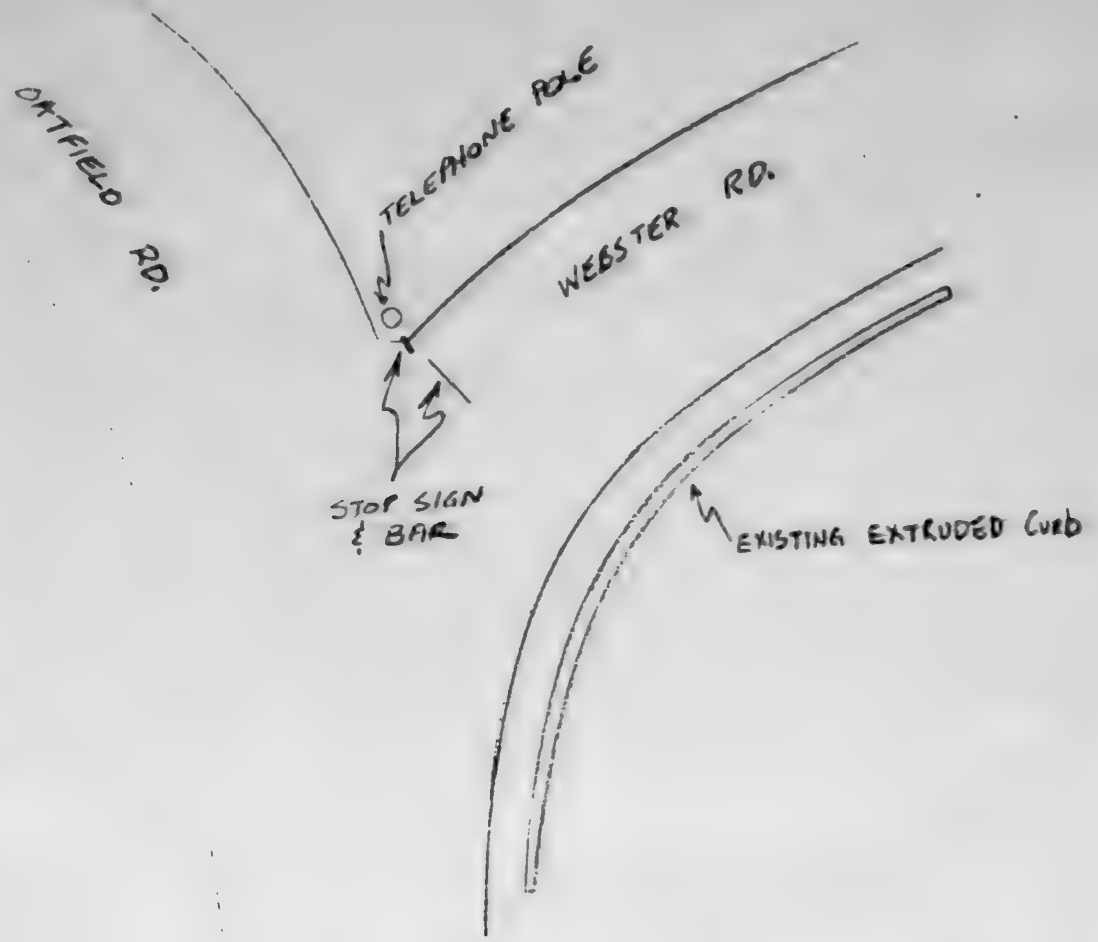
By Leonard A. Strobel By ______

By ______ By ______

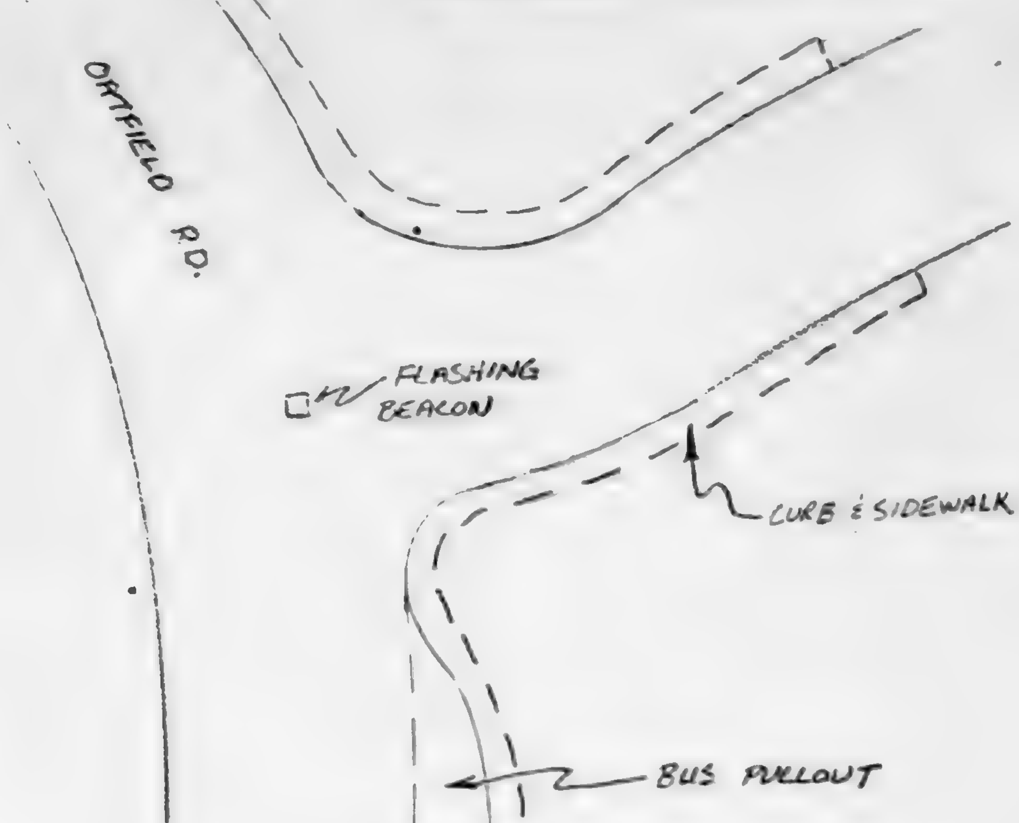
By ______


PROJECT LOCATION
N
GLADSTONE
CLACKAMAS COUNTY OREGON
LEGEND
MAY 78

EXISTING INTERSECTION


OATFIELD RD.
TELEPHONE POLE
WEBSTER RD.
STOP SIGN & BAR
EXISTING EXTRUDED CURB

PROPOSED INTERSECTION


OATFIELD RD.
FLASHING BEACON
CURB & SIDEWALK
BUS PULLOUT

[illegible]

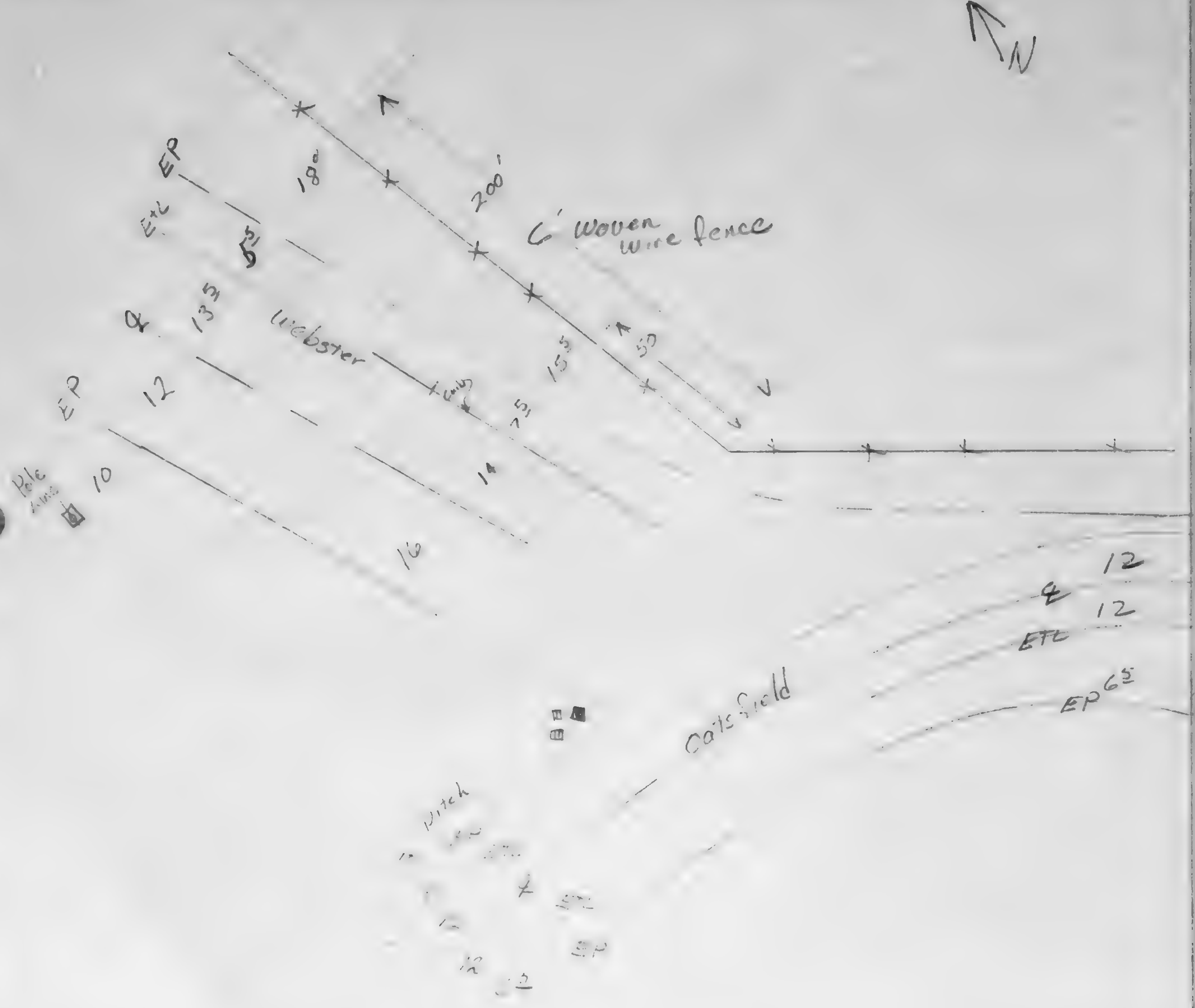
Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Webster @ Oatfield

Made by ...... 19 ...... Checked by ...... 19 ...... Back Checked by 19


N
18⁰
200'
6' woven wire fence
EP
ETL
5⁵
℄
13⁵
Webster
EP
12
Pole
10
16
14
7⁵
15⁵
5⁰
12
℄
12
ETL
EP 6⁵
Oatsfield
Ditch
℄
ETL
EP
12

Form 81-734-3106

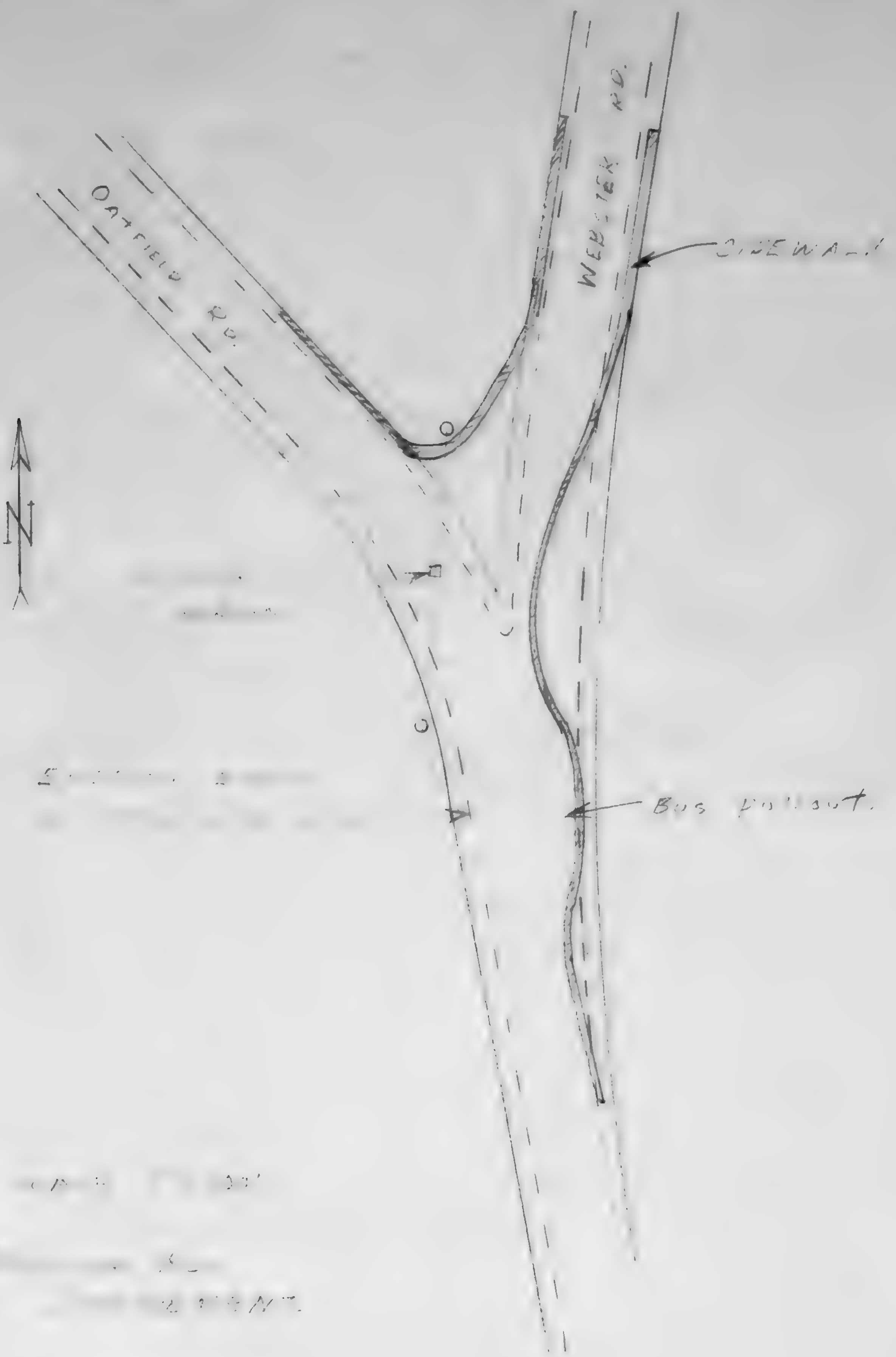
Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by ...., 19....... Checked by ...., 19....... Backchecked by ...., 19.......


OATFIELD RD.
WEBSTER RD.
SIDEWALK
N
Bus Pullout.

OATFIELD RD. – WEBSTER RD.
INTERSECTION IMPROVEMENT.

J.O.No. [illegible]
Sheet [illegible] of [illegible] Sheets

OREGON STATE HIGHWAY DEPARTMENT

Weaster Rd @ Garfield Rd

250 × 40 = 10,000 ft²

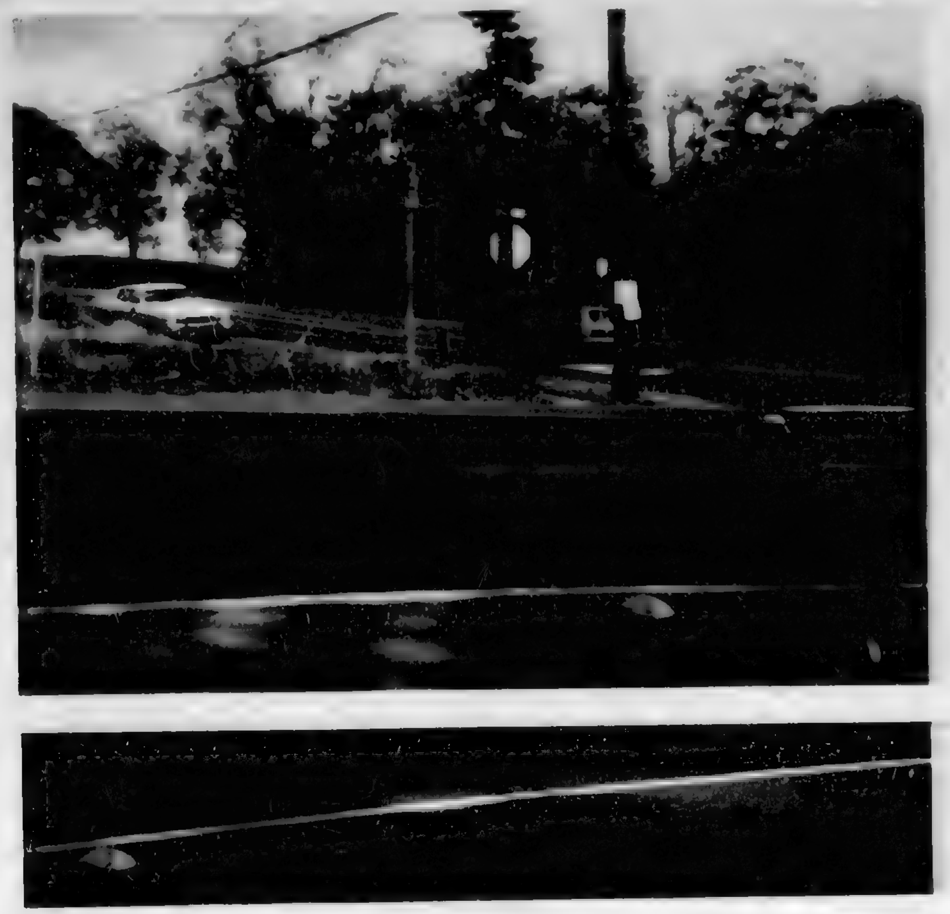
Gen. Exc. 250 × 45 × 1.5 ÷ 27 = [illegible] use	600 C.Y. @ 5⁰⁰	$3000⁰⁰
Agg. 16,000 ÷ 27 = [illegible] use	400 C.Y. @ 15⁰⁰	6000
A.C. 10,000 × .00311 × 4 = [illegible]	= 250 Tons @ 15⁰⁰	37[illegible]
Asp. 250 × 0.[illegible] = 13 use	= [illegible] Tons @ [illegible]	2000
Curb	[illegible]	3500
[illegible]	= [illegible]	17[illegible]
	[illegible]	[illegible],000
[illegible]		7000
[illegible]		[illegible],000
		3[illegible],000

Webster Rd from Oatfield
LOOKING NORTH East.

LOOKING S.E. along OATFIELD RD. WEBSTER Rd ON LEFT.

LOOKING SOUTH ON Webster Rd
to Oatfield Road.

NORTH ALONG OATFIELD Rd.
WEBSTER Rd. ON RIGHT.



Webster Rd from Oatfield
LOOKING NORTH East.

LOOKING S.E. along OATFIELD RD. WEBSTER Rd ON LEFT.

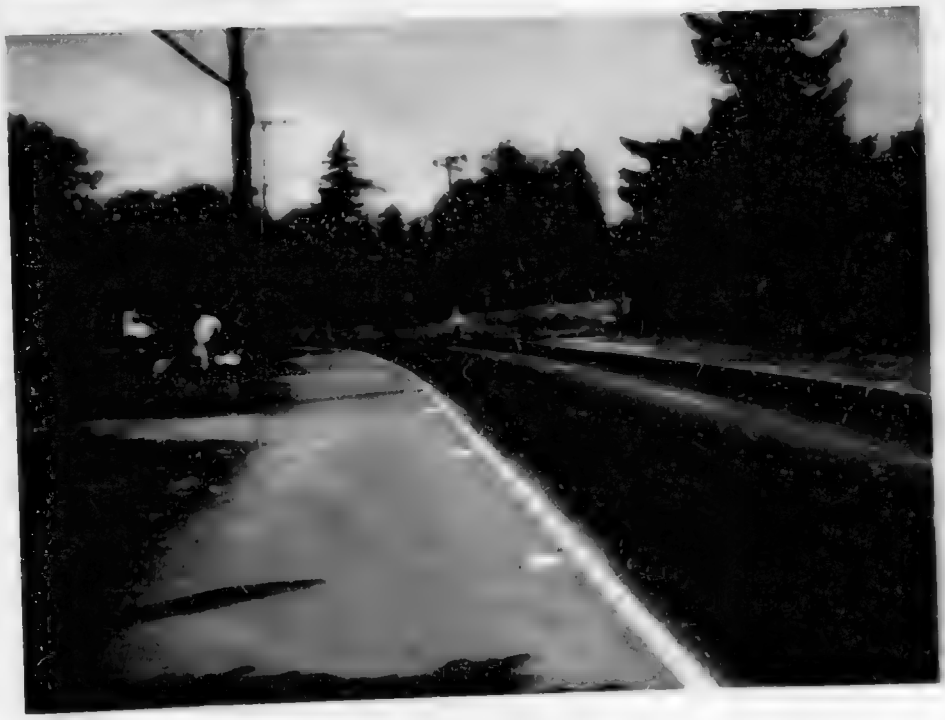
Webster Rd from Oatfield
Looking North East.

Looking S.E. along Oatfield Rd. Webster Rd on Left.

Looking South on Webster Rd
to Oatfield Road.

North along Oatfield Rd.
Webster Rd. on right.

L



NORTH ALONG OATFIELD Rd.
WEBSTER Rd. ON RIGHT.

WEBSTER Rd. from OATFIED Rd.

LOOKING N.E. along OATFIELD ROAD.
Webster Rd ON RIGHT.

NOTE: PROPOSAL IS FOR A FLASHING BEACON

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

OATFIELD ROAD & WEBSTER ROAD - GLADSTONE

TRAFFIC SIGNAL WARRANT COMPARISON*

9/20/78

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	869	803	695	647	645	565	540	511
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	192	234	216	183	119	145	173	116
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)			NOT	STUDIED				

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
Minimum Vehicular Volume:		
Major Street	500	8
Minor Street	150	5
2. Interruption of Continuous Traffic:		
Major Street	750	2
Minor Street	75	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	NOT STUDIED	
Pedestrian Volume		
4. Accident Experience:		
Preventable Accidents (last 12 months)	NOT STUDIED	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	—	
Minimum Warrant	800	

Date of Traffic Count 9/14/78

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: OATFIELD Rd. Station: ______ Direction: SOUTH

Location: 100' N. OF WEBSTER Rd. Year: 1978

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	~~Sat.~~
	Date (Month & Day)				9-13	9-14	9-15	N & S
	Hour of Day:							combined (Thur.)
A.M.	12 - 1					21	21	71
	1 - 2					15	16	30
	2 - 3					5	3	15
	3 - 4					2	3	7
	4 - 5					7	12	12
	5 - 6					33	26	61
	6 - 7					152	132	286
	7 - 8					255	253	493
	8 - 9					284	258	540
	9 - 10					194	190	419
	10 - 11					164	145	366
	11 - 12					146	200	398
P.M.	12 - 1					216	208	511
	1 - 2					193	242	433
	2 - 3				226	222		565
	3 - 4				224	254		647
	4 - 5				253	300		803
	5 - 6				270	284		869
	6 - 7				277	237		695
	7 - 8				235	270		645
	8 - 9				141	147		415
	9 - 10				121	133		341
	10 - 11				76	86		256
	11 - 12				44	55		128
	Automatic Recorder Total 24 Hours					3675		
	Axle Correction Factor 1)							
	24-Hour Adjusted Total							

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: OATFIELD Rd Station: Direction: NORTH

Location: 200' S. of WEBSTER Rd. Year: 1978

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	Date (Month & Day)				9-13	9-14	9-15	
	Hour of Day:							
A.M.	12 - 1					50	54	
	1 - 2					15	25	
	2 - 3					10	16	
	3 - 4					5	10	
	4 - 5					5	10	
	5 - 6					28	26	
	6 - 7					134	134	
	7 - 8					238	245	
	8 - 9					256	277	
	9 - 10					225	264	
	10 - 11					202	247	
	11 - 12					252	281	
P.M.	12 - 1					295	277	
	1 - 2					240		
	2 - 3				321	343		
	3 - 4				373	393		
	4 - 5				502	503		
	5 - 6				572	585		
	6 - 7				467	458		
	7 - 8				365	375		
	8 - 9				272	268		
	9 - 10				222	207		
	10 - 11				126	179		
	11 - 12				91	73		
	Automatic Recorder Total 24 Hours					5,331		
	Axle Correction Factor 1)							
	24-Hour Adjusted Total							

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE **AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR**

Street: WEBSTER Rd. Station: ______ Direction: WEST

Location: 150' E. of OATFIELD Rd. Year: 1978

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	Date (Month & Day)				9-13	9-14	9-15	
	Hour of Day:							
A.M.	12 - 1					16	16	
	1 - 2					4	5	
	2 - 3					5	11	
	3 - 4					6	3	
	4 - 5					5	7	
	5 - 6					11	14	
	6 - 7					59	53	
	7 - 8					127	130	
	8 - 9					173	172	
	9 - 10					102	122	
	10 - 11					115	120	
	11 - 12					130	131	
P.M.	12 - 1					116	150	
	1 - 2					121	133	
	2 - 3				140	145		
	3 - 4				210	183		
	4 - 5				212	234		
	5 - 6				179	192		
	6 - 7				158	216		
	7 - 8				127	119		
	8 - 9				144	120		
	9 - 10				88	102		
	10 - 11				56	54		
	11 - 12				41	35		
	Automatic Recorder Total 24 Hours					2,390		
	Axle Correction Factor 1)							
	24-Hour Adjusted Total							

1) 1.00 - (0.5 x S&F Truck Percentage)

FEDERAL AID PROJECT REQUEST

Date 6/20/78

Applicant Agency City of Gladstone

Request for: Off-System ___, FAS-C ___, FAUS ___ Project e(4)

Federal Aid Route No. FAU 9659 Route Name Webster Road

Project Name Webster Road Pedestrian/Bikeway Improvements - TSM

N. City Limits to Oatfield Rd. Project Location (Attach sketch map)

Project Length 4000' approximate

Project Description Widen with asphalt west side Webster Road to provide a pedestrian/bikeway. Currently Webster Road's west side has no road shoulder in several places, only travel lane. Storm water drainage has created an open ditch, max 2' depth adjacent to the travel lane. Approximately 200' ditch is to be tiled under pedestrian/bikeway - project will result in much greater traffic and pedestrian safety.

Average Daily Traffic 5750 - March 1978 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes 2 Shoulders 8' east side only
Medians None Parking No parking south of Cason Road
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 2 Shoulders 8'
Medians None Parking Restricted
Curbed None Length Curb Radii None
Sidewalk/Bikeway 8' both sides
Remarks Project may include 10" or smaller traffic buttons to enhance pedestrian safety

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 70'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ___

3. Will additional right-of-way be needed? Yes ___ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ___ No ___
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Signalization does not exist. Stop sign exists at intersection of Webster Road and Oatfield Road.

2. Proposed Signalization:

Location Proposed signalization at the intersection of Webster Road and Oatfield included in another Federal Aid Project request (Oatfield Rd/82nd Drive Intersection Improvements - TSM)
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? included in project

4. Permanent Striping:

Include in project or by applicant? included in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Approximately every 350' along Webster Road exists a 175 watt mercury vapor street light.

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location None
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Leonard A. Strobel, City Administrator Office
2. Environmental	Leonard A. Strobel, City Administrator Office
3. Public Hearing	Bernice L. Marlow, City Recorder Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes ______ No X

If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 24,000
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other Contingency 10%	3,000
Preliminary engineering 10%	3,000
PROJECT TOTAL	$ 30,000

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

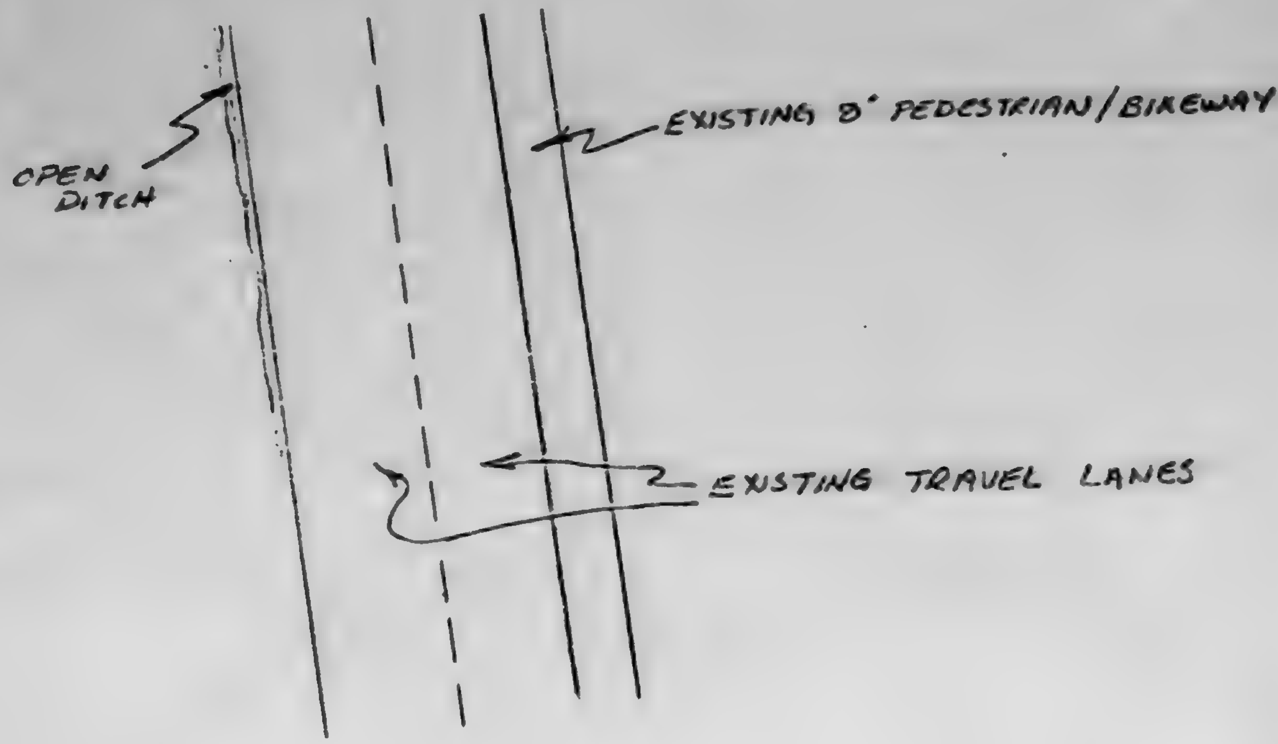
CITY OF Gladstone and/or ______ COUNTY

By Leonard A Strobel By ______

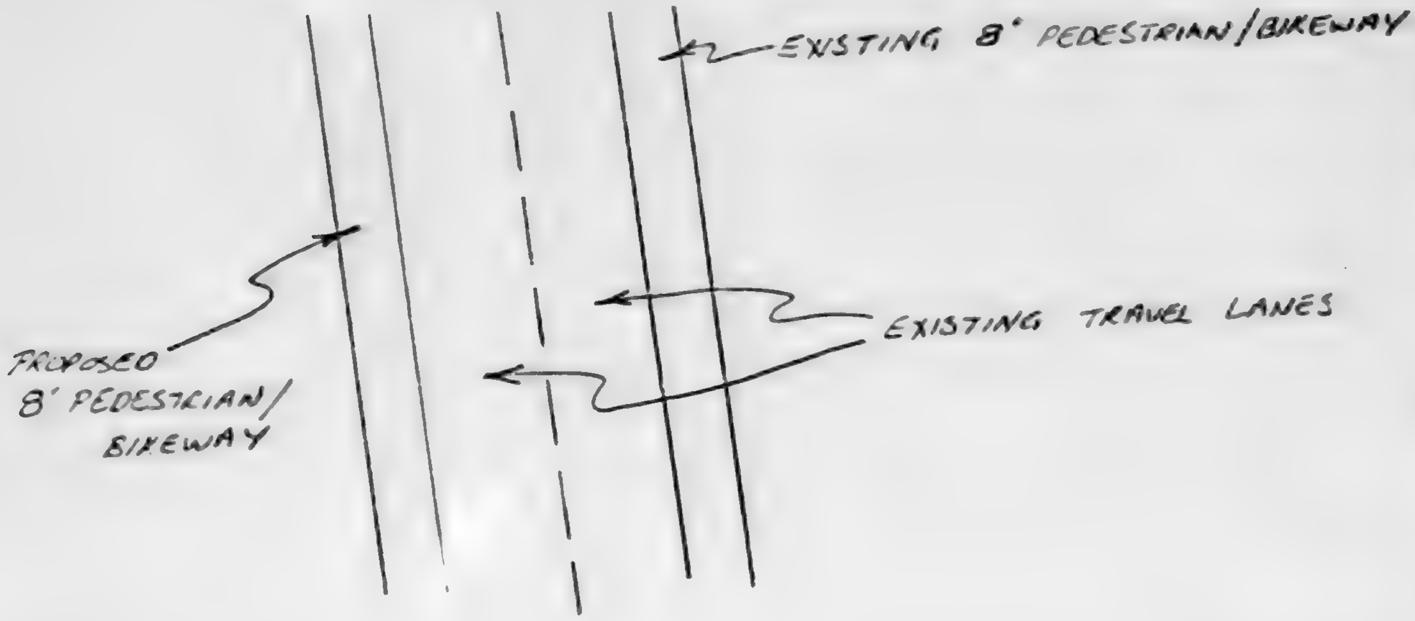
By ______ By ______

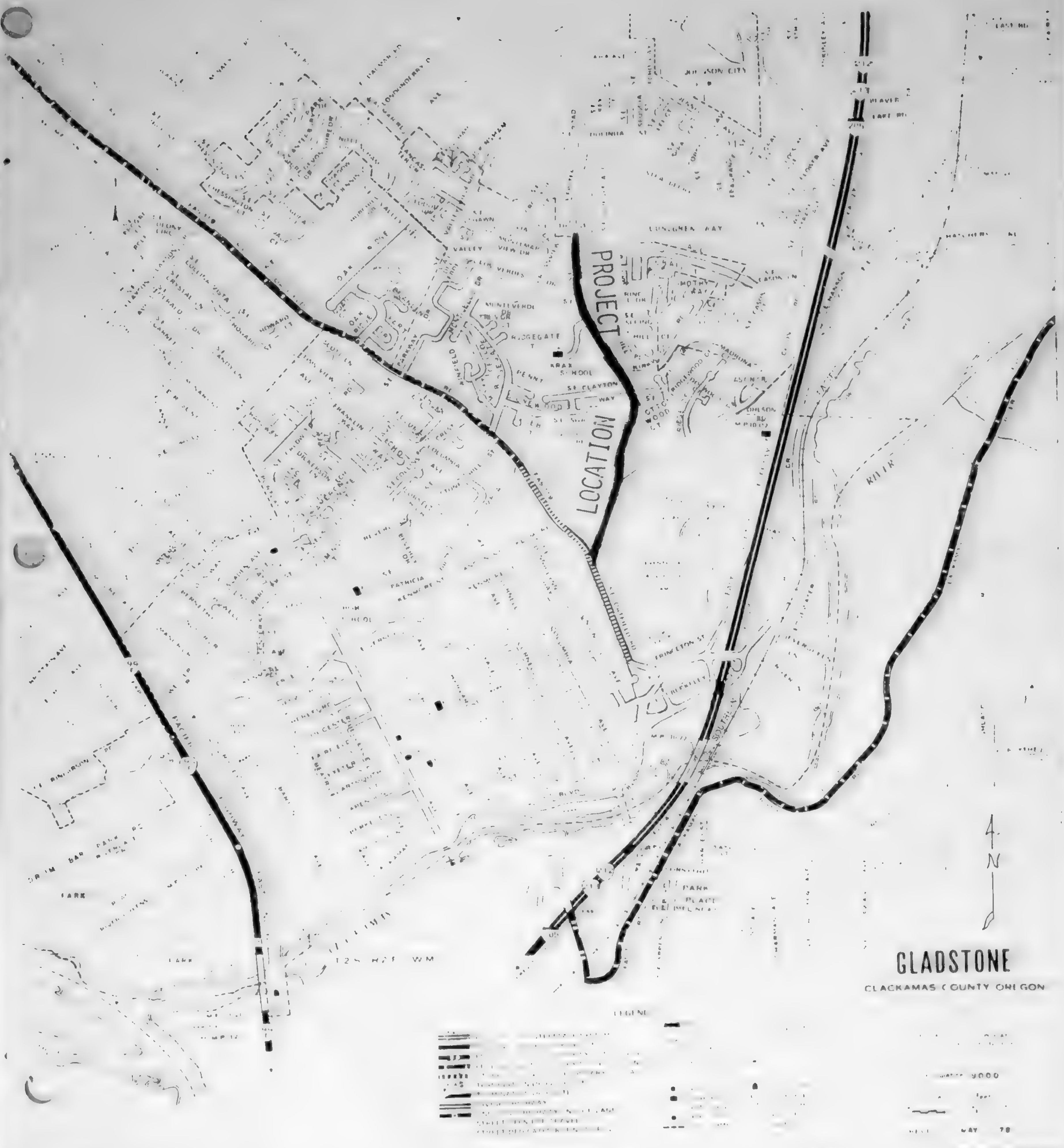
By ______

TYPICAL SECTION, EXISTING ROADWAY


OPEN DITCH
EXISTING 8' PEDESTRIAN/BIKEWAY
EXISTING TRAVEL LANES

TYPICAL SECTION, PROPOSED ROADWAY


EXISTING 8' PEDESTRIAN/BIKEWAY
PROPOSED 8' PEDESTRIAN/ BIKEWAY
EXISTING TRAVEL LANES

PROJECT LOCATION
JOHNSON CITY
VALLEY VIEW DR
MONTEVERDE
RIDGEGATE
PENNY
CLAYTON
WAY
SCHOOL
HOWARD
CHESSINGTON ST
PATRICIA
PRINCETON ST
RIVER
PARK
PLACE
PARK
212
N
GLADSTONE
CLACKAMAS COUNTY OREGON
LEGEND
9000
MAY 78

Form 81-731-3106

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Webster Rd. Ped./Bikeway Improvement.

Made by W. [illegible] 19 76 Checked by .... 19 .... Backchecked by .... 19 ....

PAVEMENT: 8' × 4000 = 32,000 ft²

A) 6" Base Rock

$\frac{0.5 \times 32{,}000 \times 1.30}{27}$ = 770 cu. yd. @ $15.00 = $11,550

B) 2" A.C.

0.0061 × 32,000 × 2" = 391 tons @ $30.00 = $11,730

General Excavation [illegible] = [illegible] = $120

[illegible]

[illegible] 140 [illegible] @ $2.50 EA = $350.

[illegible] @ [illegible] = $1750.

$25,500

+ 40% 10,200

Total $35,700.00

Note: [illegible] before [illegible]

[illegible]

9522

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project C(4)

Federal Aid Route No. FAU 9659 Route Name Webster Road #22229

Project Name Signal Modification

Webster Road at Thiessen Road, Webster Road at OSH 224

Project Length -- Project Location (Attach sketch map)

Project Description Traffic actuate the existing signal at Webster Road and Thiessen Road and asphalt overlay the intersection and approaches. Install internal illuminated lane control signs at the Webster Road and OSH 224 signal.

Average Daily Traffic 9,840 ADT 2/79 Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Thiessen 22 ft.
Webster 45 ft. Travel Lanes 2 Shoulders Thiessen 4 ft. to 6 ft. Webster 6 ft. paved

Medians None Parking Restricted

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks No change to the roadway other than an asphalt overlay at Webster Road at Thiessen Road.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Webster - Thiessen Fixed time traffic signal

Webster - OSH 224 Fully-actuated traffic signal

2. Proposed Signalization:

Location Webster - Thiessen - modify to be traffic actuated
Webster - OSH 224 - modify to include illuminated lane control signs.
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A
Type Shoulder Width
Approach Roadway Width Width
Length
To remain in place?

2. Proposed Structure:

Location N/A
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

II. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	BERNARD L. STRAIGHT - Traffic Engineer Office
2. Environmental	BERNARD L. STRAIGHT - Traffic Engineer Office
3. Public Hearing	BERNARD L. STRAIGHT - Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$8,700
Right-of-way costs (if participating)	
Traffic control	7,000
Illumination	
Structures	
Railroad	
Other Contingency	1,000
Preliminary engineering	1,000
PROJECT TOTAL	$17,700.00

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF________ and/or Clackamas COUNTY

By________ By Ralph Groener

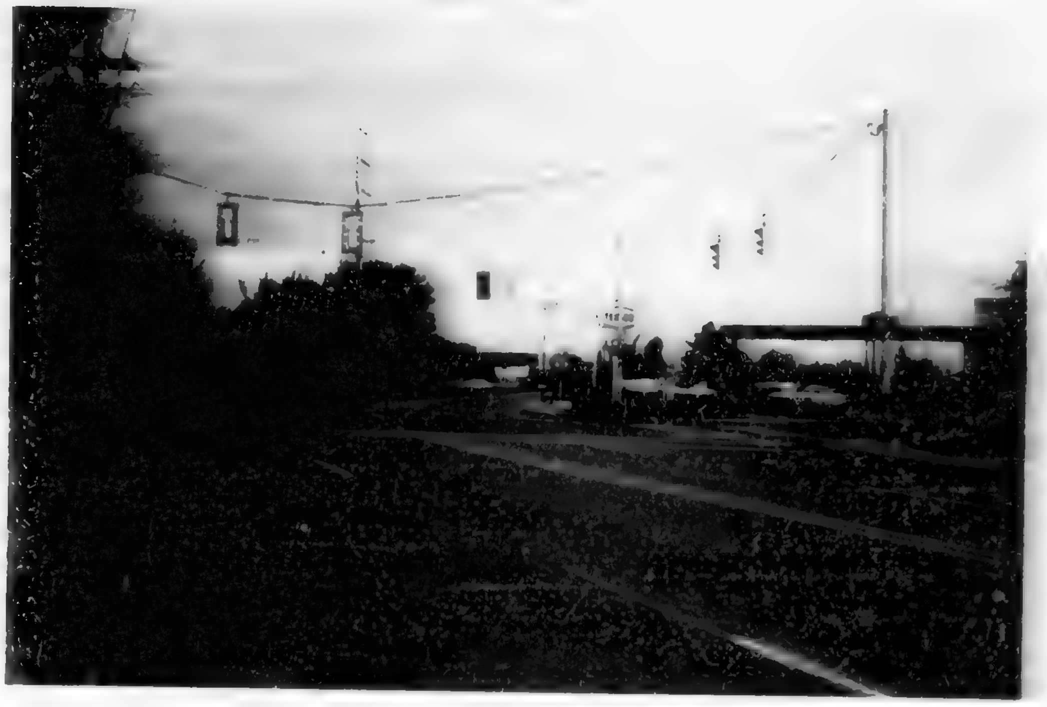
By________ By

By Stan Skoko

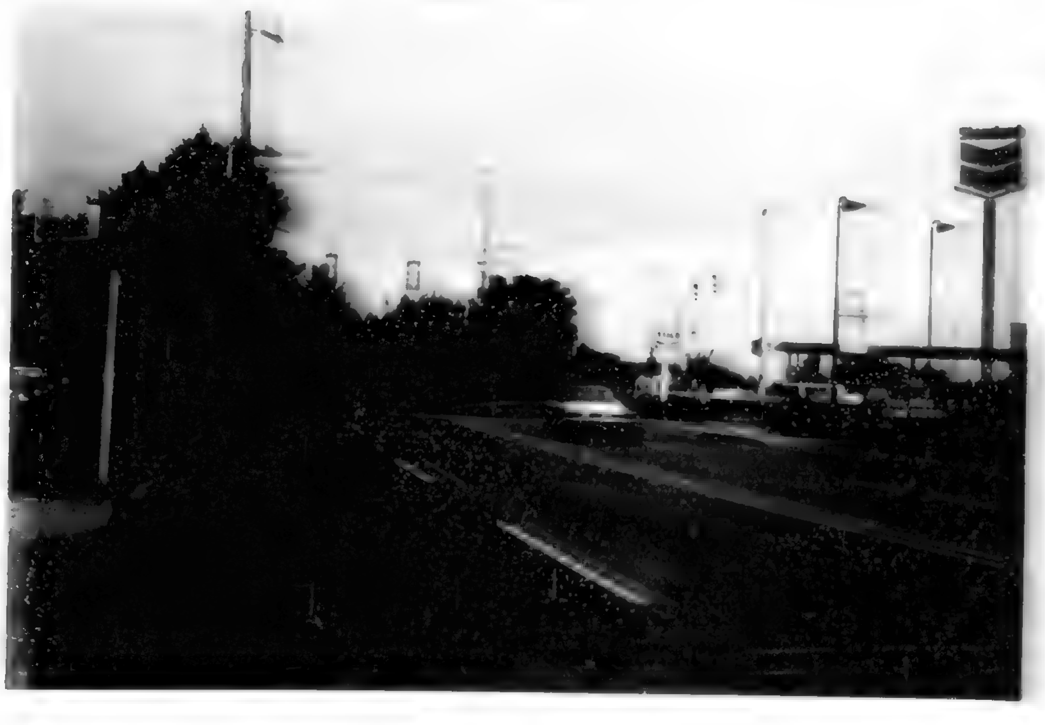
(1976)

Webster Rd. @ Thiessen Rd.

Sept. 1, 1978



1. Camera facing north.



2. Camera facing north.

2/2.

3. Camera facing east.

Form [illegible]

Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Computations for WEBSTER Rd @ Thiesson Rd.

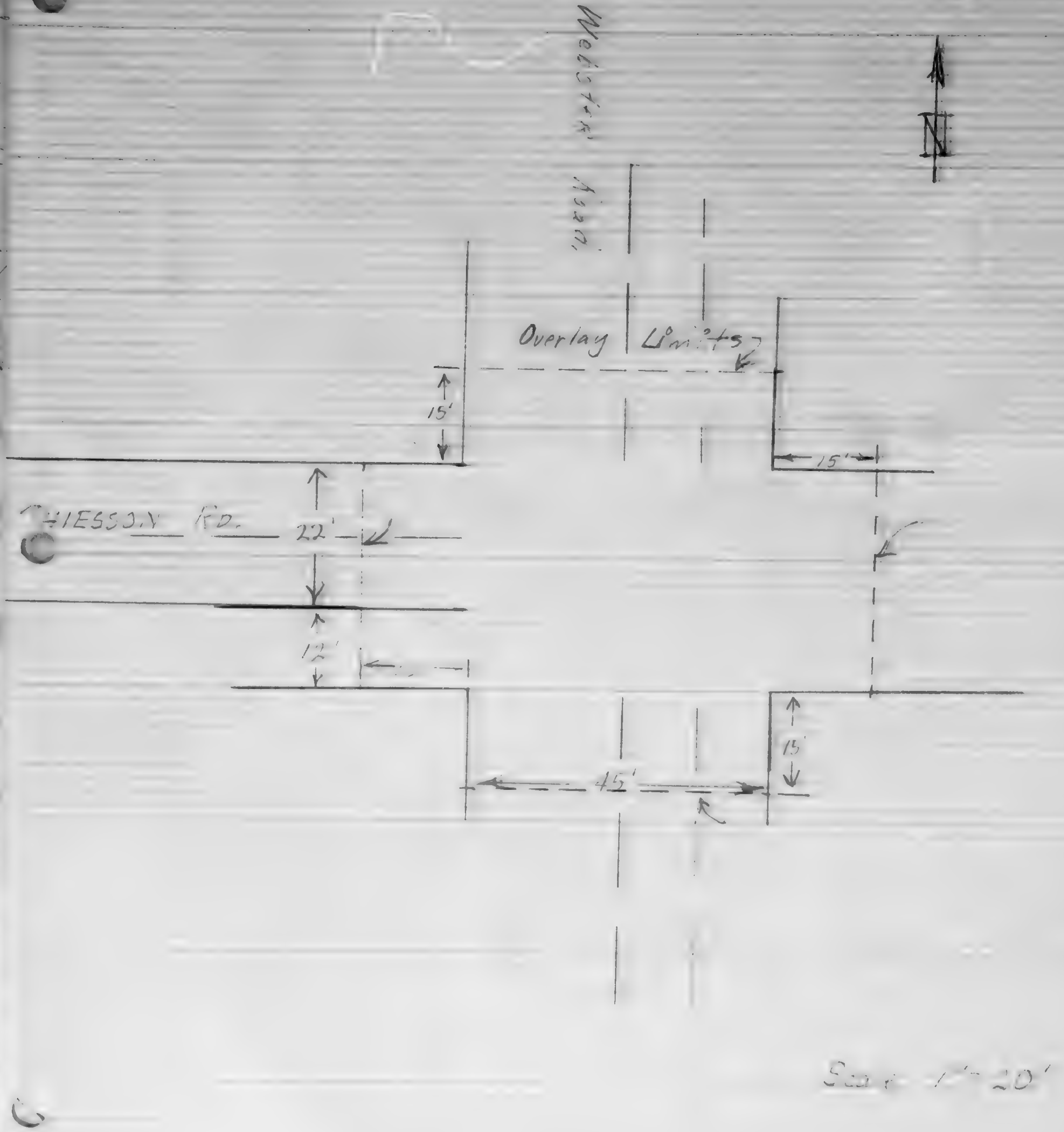
Made by W.C. [illegible]-78 Checked by .... Recomputed by ....

Traffic actuate existing signal		$ 12,000
Install 2 illuminated lane control signs		$ 500
Pavement	75' x 36' = 2700 □'	
	30' x 45' 1350 □'	
	4050 □'	

2" AC — 0.[illegible] ton x 4050 □' x 2" = 50 tons

50 tons @ $30.00/ton $1500

	14000.00
+ 40%	5600.00
Total	19,600.00


Webster Road
N
Overlay Limits
15'
15'
THIESSON RD.
22'
12'
45'
15'
Scale 1" = 20'

9522   1

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County
Request for: Off-System ____, FAS-C ____, FAUS ____ Project e(4)
Federal Aid Route No. FAU 9659 Route Name Webster Road #22229
Project Name Webster Road at Clackamas Road

Project Length approx. 350 ft. Project Location (Attach sketch map)
Project Description Widen Webster Road on the east side to accommodate an additional travel lane width providing curb and sidewalks along the east side of the widening the improvements would extend 300 ft. south of Clackamas Road allowing bus transit stops along the curbed area. The Clackamas Road approach will be curbed and resurfaced at a 28ft width.
Average Daily Traffic ____ Design Speed 20 MPH
Webster Road North Approach 9,840 ADT 2/78
Clackamas Road East Approach 4,790 ADT 2/78

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 25 ft. Travel Lanes 2 Shoulders 6' paved
Medians none Parking restricted
Sidewalks none
Remarks The paved shoulders are utilized as a pedestrian bicycle way; the northeast project corner has existing curb

2. Desired Roadway Cross Section: (Attach sketch)

Width Webster 36ft. Clackamas 28ft Travel Lanes 2 Shoulders Webster 6' on west side
Medians none Parking restricted
Curbed east side of Webster Length Curb Radii 25 ft. with mounting ramps
Sidewalk/Bikeway 5 ft. sidewalk installed behind curb tapered to meet proposed bikeway
Remarks additional roadway improvements are proposed and described in the Webster Road Pedestrian/Bicycle Improvement Project.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Webster 60 ft. Clackamas 40 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? in project

4. Permanent Striping:

Include in project or by applicant? in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bernard L. Straight, Traffic Engineer
Office
2. Environmental — Bernard L. Straight, Traffic Engineer
Office
3. Public Hearing — Bernard L. Straight, Traffic Engineer
Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No__________

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 12,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other Contingency	1,250.00
Preliminary engineering	1,250.00
PROJECT TOTAL	$ 14,500.00

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Clackamas COUNTY

By__________ By Ralph Groener

By__________ By

By Stan Skoko

(1976)

Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Webster @ Clackamas Rd.

Carb Type C — 40 Radus + 300 = 340 Lin ft. @ 5^{00} = $1700

Sidewalk 4½ x 300 = 150 sq yd. @ 15^{00} = $2250

Excavation 300 lin ft x 22 sq ft 250 cuyds @ 5^{00} = $ 1250^{00}

Pavement 55 ft x 300 ft = 1650 sq ft

A) 2" Base Rock = $\frac{.[illegible] \times 1650 \times 1.20}{27}$ = 55 cuyd @ 15^{00} = $825

B) 4" AC .0611 x 1650 x 4" 40 Tons @ 30^{00} 1200

C) [illegible]

[illegible] @ $30.^{00}$ = $675

1 [illegible] 200

[illegible]

[illegible]

[illegible] = $410.^{00}$

$8,510.^{00}$

[illegible] 3,[illegible]

$ $11,915.^{00}$

Webster Rd. @ Clackamas Rd.

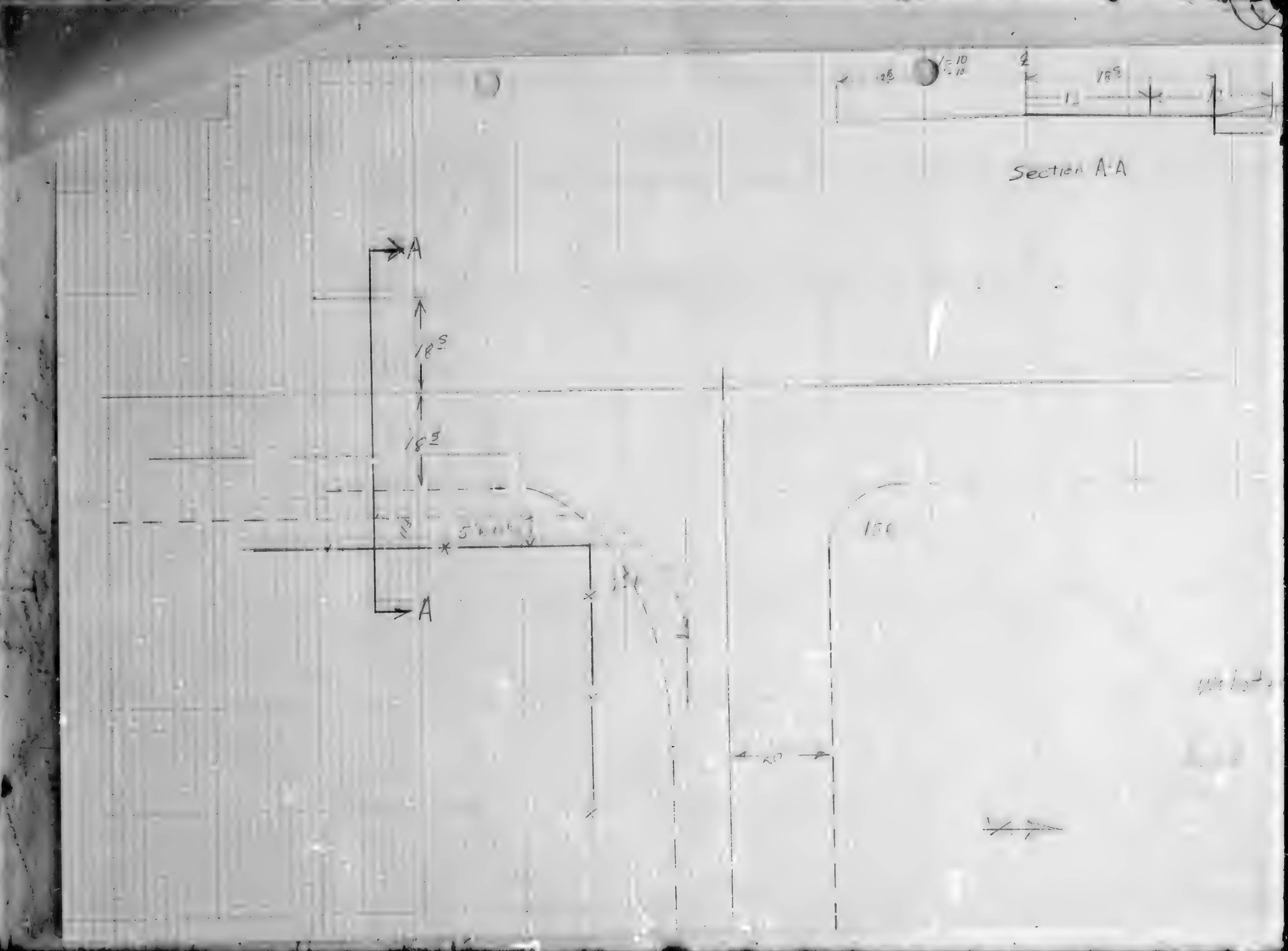
Sept. 1, 1978.

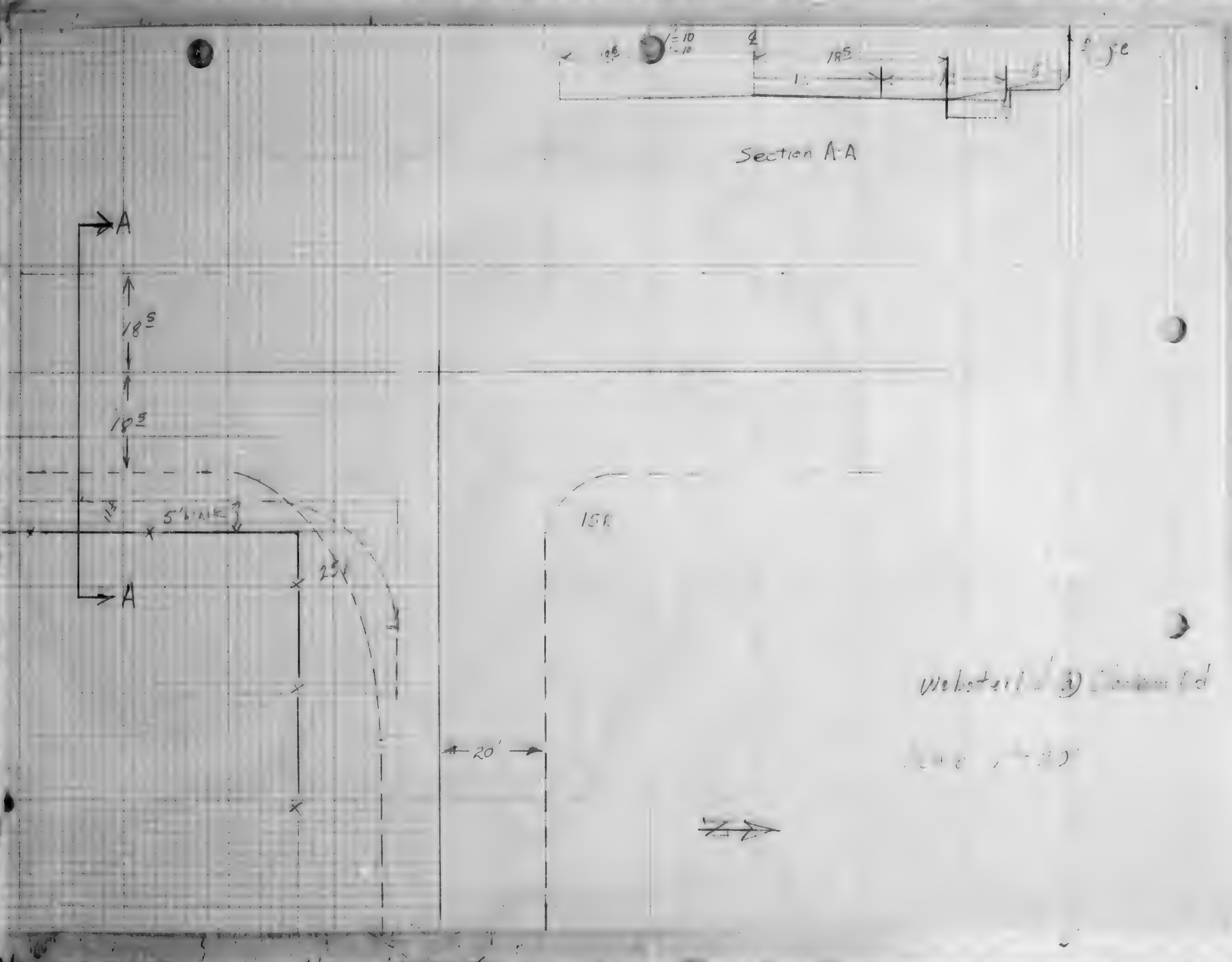
AUG 78

1. Camera facing north.

78

2. Camera facing northeast.


Section A-A
1:10
18.5
A
A
18.5
18.5
155
20



1" = 10'
18⁵
5
A
A
18⁵
18⁵
5' WALK
25'
15'
20'

Section A-A

Webster [illegible] Rd

Form 81-734-3106

Job No. ....

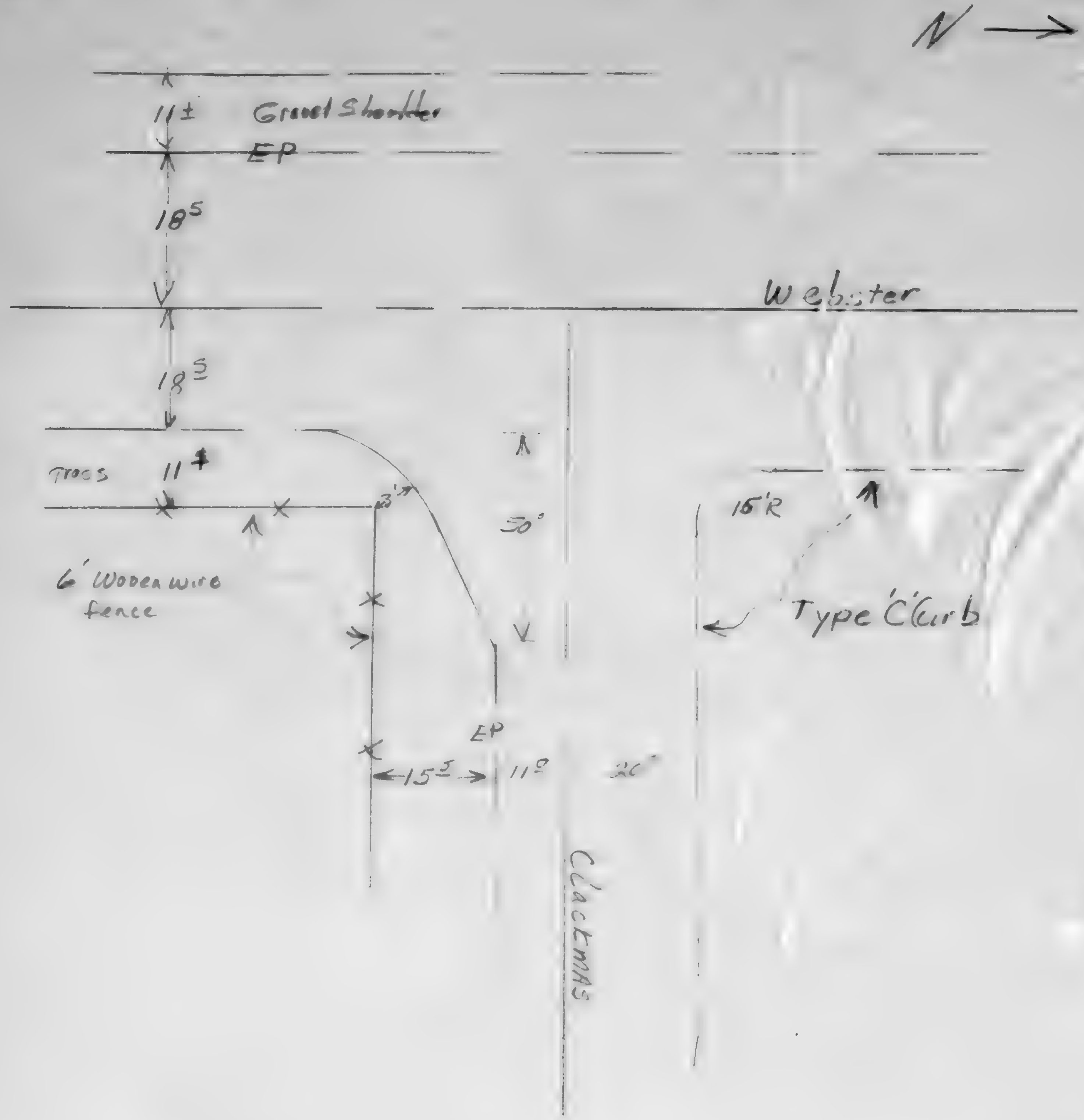
Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for

Made by .... 19...... Checked .... 19...... Backchecked by .... 19......

D



N →
11±
Gravel Shoulder
EP
18⁵
Webster
18⁵
Trees
11±
3'
50'
15'R
6' Woven wire fence
Type 'C' Curb
EP
15⁵
11⁰
20'
Clackamas

9522

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County
Request for: Off-System ____, FAS-C ____, FAUS ____ Project e(4)
Federal Aid Route No. FAU 9659 Route Name Webster Road #22229
Project Name Webster Road at Roots Road

Project Length approximately 350 ft. Project Location (Attach sketch map)
Project Description Widen Webster Road on the east side to accommodate an additional lane width providing curb and sidewalk along the east side. The improvemnets would extend 150 ft. north and south of Roots Road allowing bus transit stops along the curbed area. The installation of a flashing traffic control beacon is also included in the intersection improvement. The Roots Road approach will be curbed and resurfaced at a 28 ft. width.
Average Daily Traffic Webster Road Design Speed 40 MPH
North Approach 9,110 ADT 5/78
South Approach 8,130 ADT 5/78

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26 ft Travel Lanes 2 Shoulders 6 ft
Medians None Parking yes
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width Webster 36 ft. Roots 28ft Travel Lanes 2 Shoulders Webster 6 ft on west side
Parking restricted
Medians None
Curbed East side of Webster Length Curb Radii 25 ft. with mounting ramps
Sidewalk/Bikeway 5 ft. sidewalk installed behind curb tapered to meet proposed bikeway
Remarks Additional roadway improvemnets are proposed and described in the Webster Road Pedestrian/Bicycle Improvement Project.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Webster 60 ft. Roots 40 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

edM. O.D.O.T. 11-7-78.

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location Webster Road at Roots Road

Type Flashing control beacon
Phases
Type of Suspension span wire
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? In project

4. **Permanent Striping:**

Include in project or by applicant? in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

none

2. **Proposed Illumination:**

Location none
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location N/A
Type
Approach Roadway Width   Shoulder Width
Length   Width
To remain in place?

2. **Proposed Structure:**

Location N/A

Approximate Size: Length   Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bernard L. Straight, Traffic Engineer Office
2. Environmental	Bernard L. Straight, Traffic Engineer Office
3. Public Hearing	Bernard L. Straight, Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant____ State X Consultant____

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly: __________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 12,000.00
Right-of-way costs (if participating)	
Traffic control	5,500.00
Illumination	
Structures	
Railroad	
Other Contingency	1,750.00
Preliminary engineering	1,750.00
PROJECT TOTAL	$ 21,000.00

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone Milwaukie Subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Clackamas COUNTY

By__________ By Ralph Groener

By__________ By

By Stan Skoko

(1976)

Form 81-731-3106

Job No. ....

Sheet 2 of 2 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Webster Rd. @ Koots Rd ....

Made by N. C. 1978 Checked by .... 19 Backchecked by 19

Adjust Manhole	100.00
Curb	2,200.00
Sidewalk	2,250.00
Base Rock	2,175.00
A.C.	3,975.00
Flashing Beacon	7,000.00
2 mounting ramps -	400.00
Adjust Fire Hydrant	200.00
	18,3.00
+ 40%	7320
Total	25,620.00

Form 81-734-3106

Job No. ....

Sheet 1 of 2 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Webster Rd. @ Roots Rd.

Made by W.C., 1978 Checked by ...., 19...... Backchecked by ...., 19....

Curb. 150 +	150 L.F.
~~11~~ ~~33~~ ~~132~~ ~~360~~ × 3.14 × 50 = 58 90 3	58 L.F.
	150' L.F.
	80' L.F.
	438 L.F.

440 L.F. @ $5.00 = $2200.00

Sidewalk.

4½ × 300 = 1350 □'

1350 □' / 9 □'/S.Y. = 150 Sq. Yds. @ 15.00/S.Y. = $2250.00

Pavement. 12' × 300	3600 □'
Turn area	640 □'
4 × 70 = 280	280 □'
	4520 □'

A) 8" base rock [illegible] 4520 × [illegible] / 27 = 145 C.Y. @ 15.00 = $2,175.00

B) 4" A.C. [illegible] 4520 [illegible] = 110 Tons @ $30.00 = $3300.00

C) [illegible] = ½ × 4½ × 10 × ½ × 2 = 22.5 @ 30.00 = $675.00

Form 81-734-3106

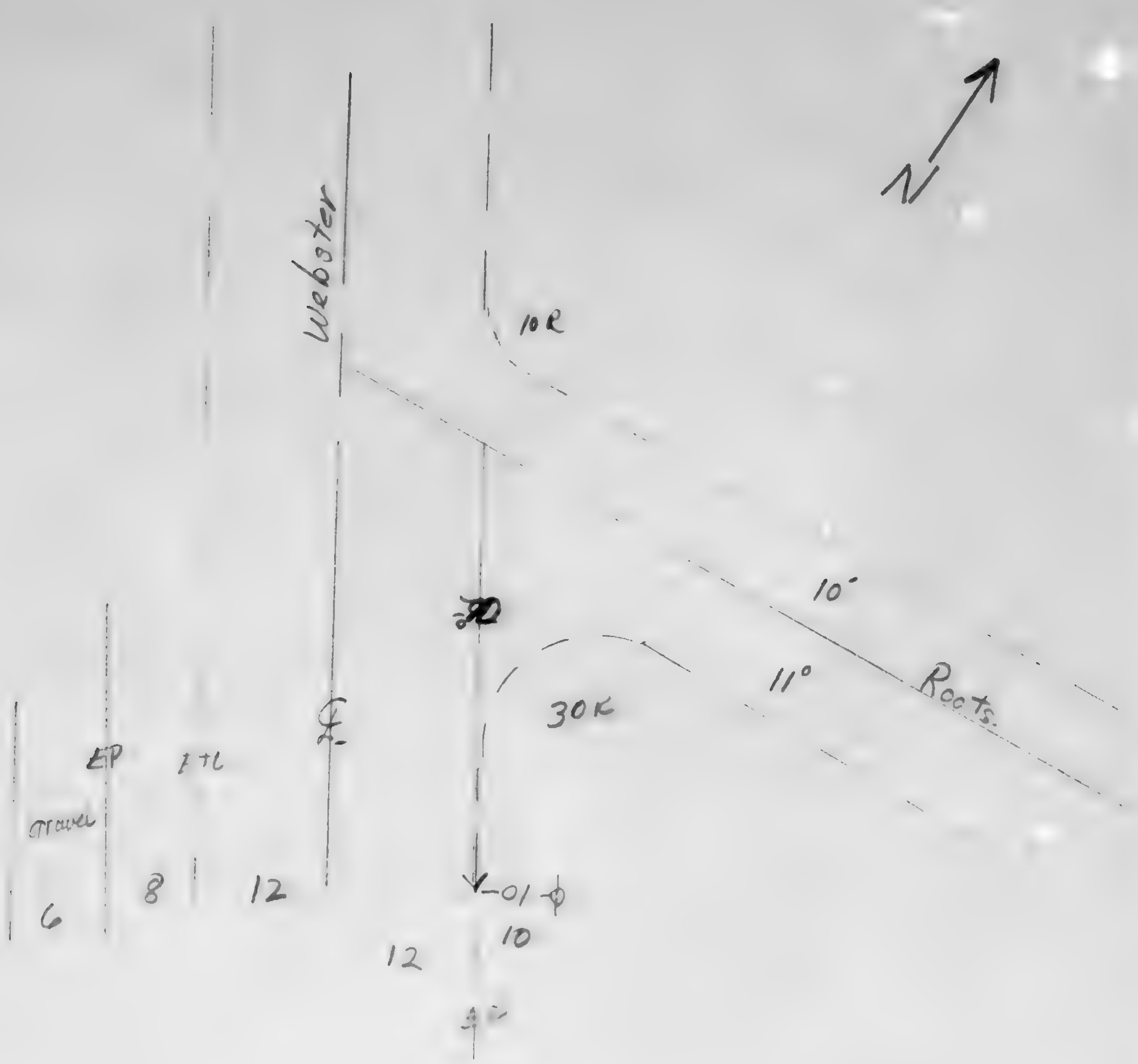
Job No ....

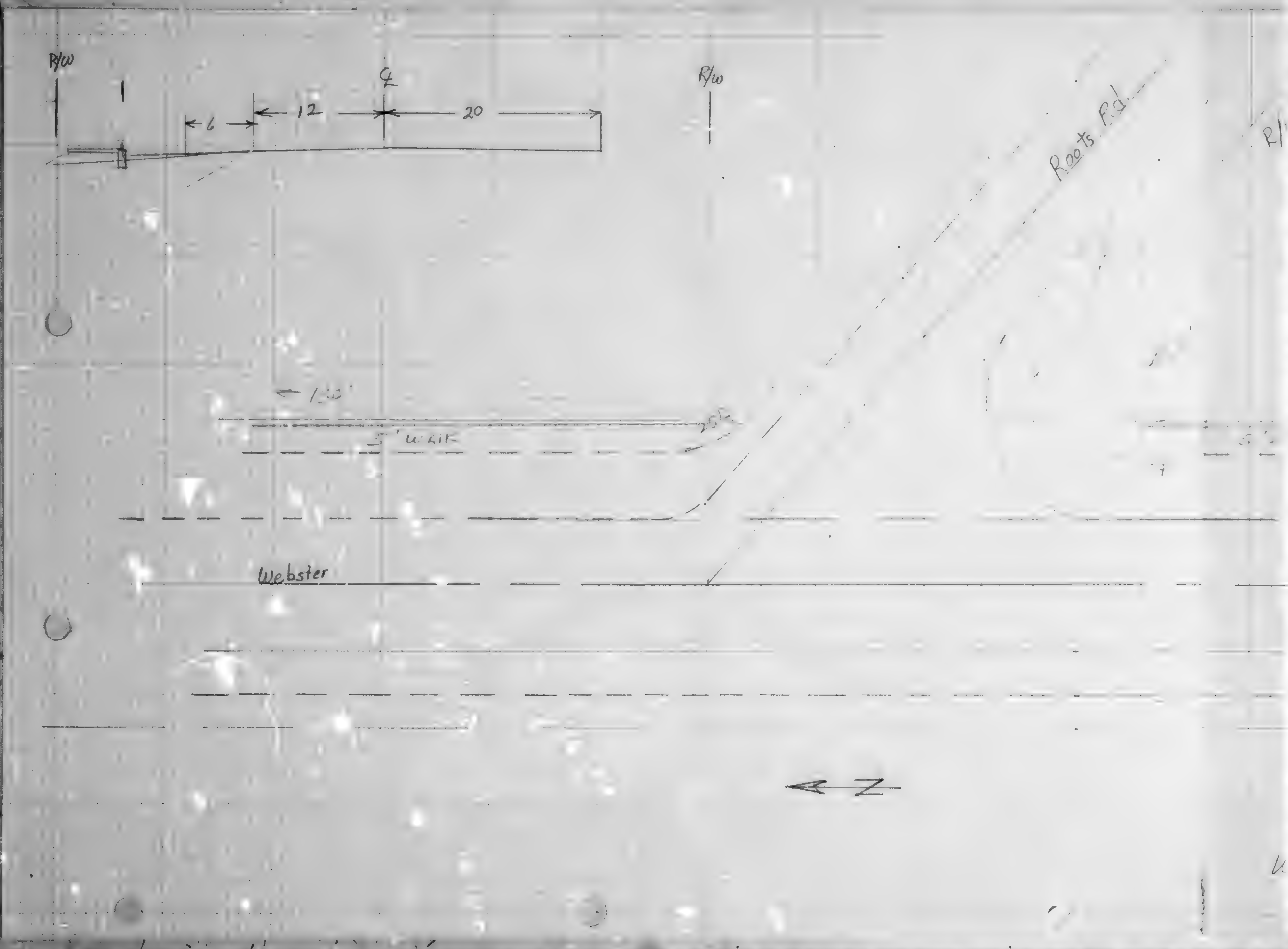
Sheet .... of .... Sheets

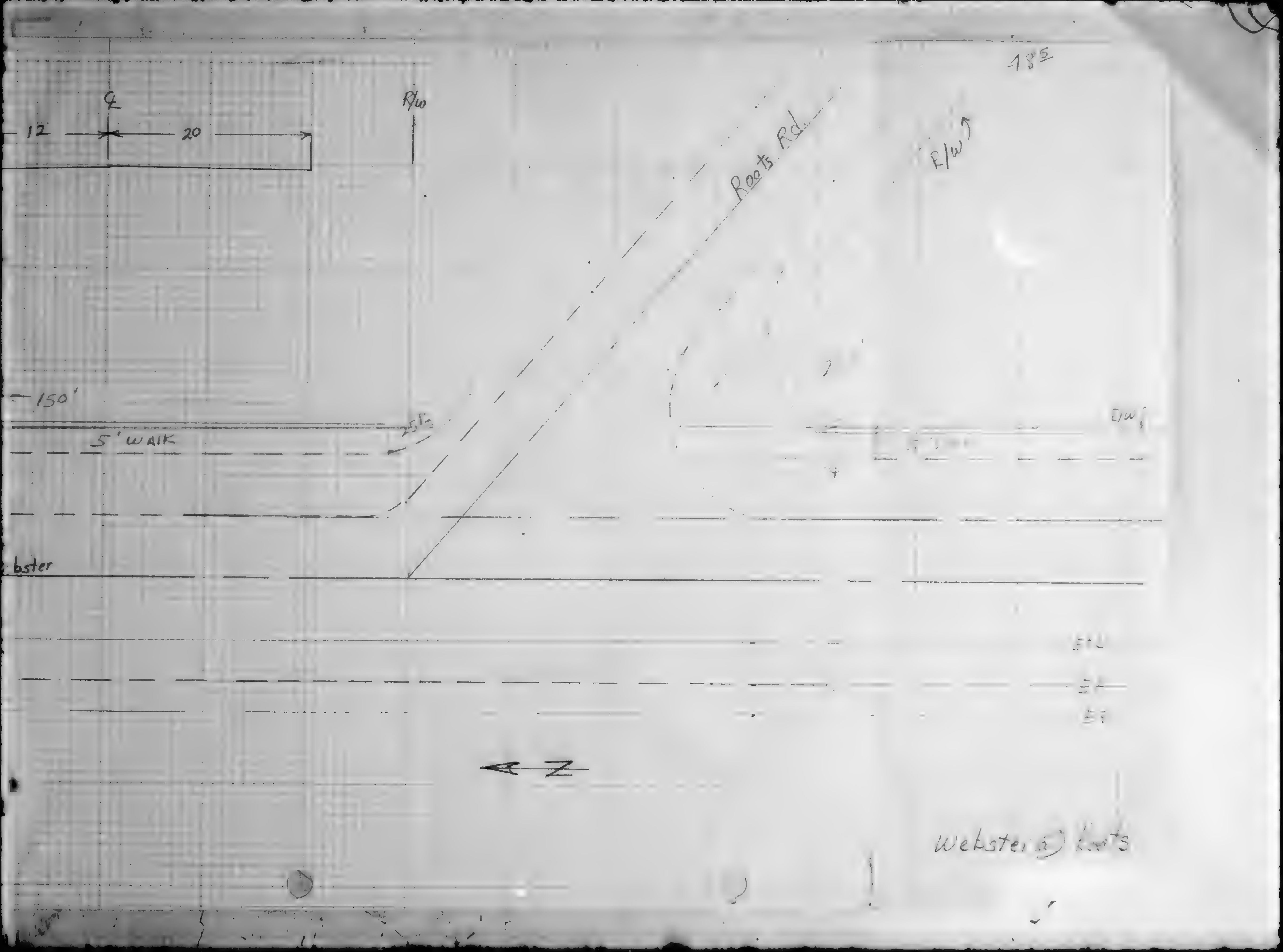
OREGON STATE HIGHWAY DIVISION

Calculations for

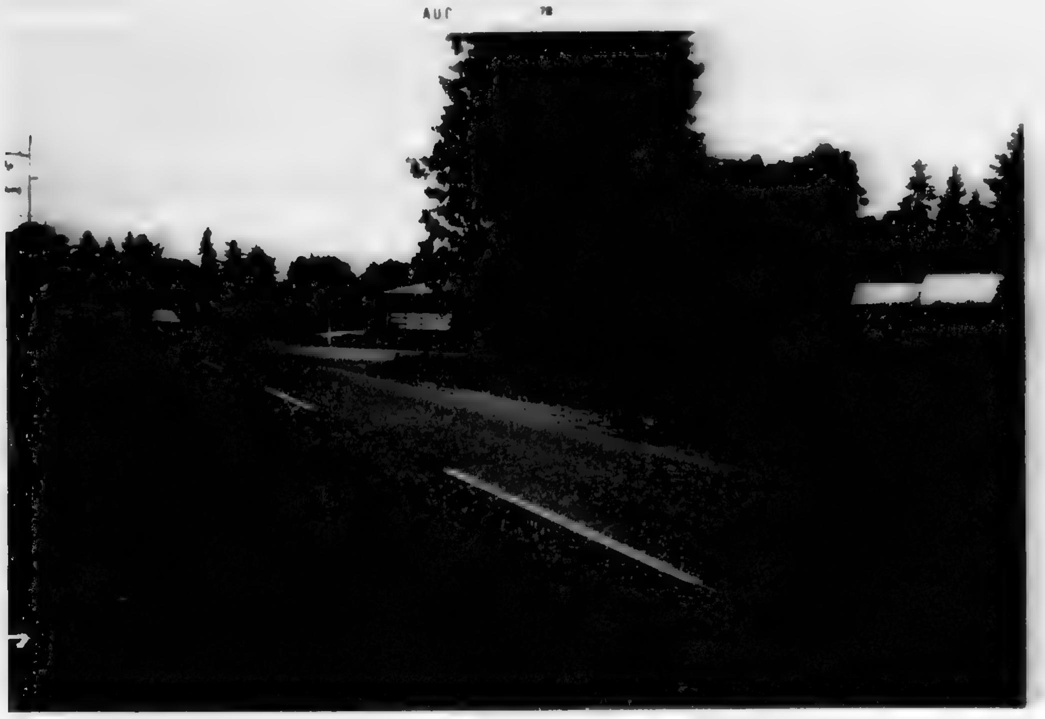
Made by .... Checked by .... 19 .... Backchecked by .... 19 ....


N
Webster
10R
10°
11°
Roots.
20
30R
℄
EP
ETL
Gravel
6
8
12
-01
10
12


R/W
6
12
℄
20
R/W
Roots Rd.
R/W
130'
25'
5' walk
Webster
N


℄
12
20
R/W
135
Roots Rd.
R/W
150'
25'R
5' WALK
R/W
bster
N
Webster & Roots

Webster Rd. @ Roots Rd.
Sept. 1, 1978.



1. Camera facing north.

2. Camera facing east.

9522

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County

Request for: Off-System____, FAS-C____, FAUS____ Project e (4)

Federal Aid Route No. FAU 9659 **Route Name** Webster Road #22229

Project Name Webster Road Pedestrian/Bicycle Improvement

Project Length 4,880 feet **Project Location (Attach sketch map)**

Project Description Widen and provide pedestrian-bikeway on both sides of Webster Road from the Gladstone City Limits North to meet the existing bikeway near Bilquist School. Extend asphalt paving onto the shoulder area, applying aggregate base as required, resulting in 2 - 12 foot travel lanes with 6 foot paved shoulders; application of pavement markings to delineate the pedestrian/bikeways.

Average Daily Traffic 9,840 ADT 2/78 **Design Speed** 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 ft. to 28 ft. Travel Lanes 2 Shoulders 4 ft. to 10 ft.
Medians None Parking____
Sidewalks None
Remarks____

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 ft. Travel Lanes 2 @ 12 ft. Shoulders 6 Ft. paved
Medians None Parking Restricted
Curbed____ Length Curb Radii____
Sidewalk/Bikeway The paved shoulders are to be utilized as a pedestrian/bicycle way
Remarks Additional improvements are proposed on Webster Road at the Roots Road and Clackamas Road intersection and are outlined in individual project requests.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No No

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Approximately 1/8 mile north of Jennings Avenue
Type Prestressed concrete deck slab resting on abutments.
Approach Roadway Width 32 ft. Shoulder Width 3 ft. both sides.
Length 12 ft. Width 32 ft. with 3 ft. walks and pipe rail.
To remain in place? Yes. The structure is to be modified to accommodate 5 foot sidewalk on both sides.

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: ______________________________

Are any utilities to be attached to structure? ______________________________

Are provisions for illumination desired? ______________________________

Are there any unusual or complicating conditions? ______________________________

Remarks ______________________________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ________ No X

Name of Railroad ______________________________
Existing Crossing Protection ______________________________

2. Will existing railroad crossing be altered? ______________________________

Remarks ______________________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	BERNARD L. STRAIGHT - Traffic Engineer Office
2.	Environmental	BERNARD L. STRAIGHT - Traffic Engineer Office
3.	Public Hearing	BERNARD L. STRAIGHT - Traffic Engineer Office

Remarks ______________________________

I. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ________ State X ________ Consultant ________

2. Project construction engineering to be performed by:

Applicant ________ State X Consultant ________

3. Will applicant perform any work prior to or after award of contract?
Yes ________ No X
If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 37,500.00
Right-of-way costs (if participating)	
Traffic control	5,000.00
Illumination	
Structures	2,500.00
Railroad	
Other Contingency	5,000.00
Preliminary engineering	5,000.00
PROJECT TOTAL	$ 55,000.00

Remarks This project is submitted as part of the total Transportation System Management Program with the Gladstone-Milwaukie subarea and is in conjuction with City of Gladstone's T.S.M. project "Webster Road Pedestrian/Bikeway Improvements."

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or CLACKAMAS COUNTY

By ________ By Ralph Groener

By ________ By R Schumacher

By Stan Skoko

(1976)

Job No.

Sheet ___ of ___ Sheets

WEBSTER RD. [illegible] IMPROVEMENT

OREGON STATE HIGHWAY DIVISION

[illegible] 1R GLADSTONE [illegible] to Bilquist School

W.C. 78 [illegible] Checked by

[illegible] = 53,680

A) 6" [illegible]

0.5 [illegible] 53,680 [illegible] 20 / 27 = 1295 [illegible] = $19,425

2) [illegible]

[illegible] 53,680 [illegible] = $19,680

[illegible]

[illegible] 800 [illegible] 120 [illegible] = $800.

39,905

[illegible]

$ [illegible]

9522

Clackamas Cnty N

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

November 19, 1975

Oregon State Highway Department
State Highway Building
Salem, Oregon

ATTENTION: Fred Erickson - Design

Enclosed are the plans for the Oak Grove - Oatfield and Concord - Oatfield intersections to be added to the overlay plans and specifications for Oatfield Road.

The two projects were inititated as force account work and therefore have separate quantity and typical section sheets. You may want to incorporate the typical section and quantity sheets into the total project.

We have determined that a retaining wall will be required to provide enough width for the sidewalk at the Concord - Oatfield intersection. The property owners do not want a fill constructed in their yard which requires that we provide a retaining wall varying in height from 1' to 6'. The placement of this wall is 6" from the property line which requires an L shape section. The wall section needs to be designed by your design department.

The curb placed at these intersections should be designed with a 7" exposure to allow for a future overlay. Also the limits of the intersection projects overlap the Oatfield overlay project, so quantities should be adjusted slightly down on the overlay project. The pipe grades will be field staked along with the Oatfield overlay project.

If you have any questions concerning this matter please contact me.

WINSTON W. KURTH - County Engineer

BY Rod Wichman

I T

ROD WICHMAN - Chief Engineer

/mkh

REFERRED TO

______Beard______	______Reed______
______Cole______	______Sample______
______Eriksen______	______Watson______
______Hager______	______Wolfe______

Return Discuss Do File Copy Due____

BY FINAL DESIGN ENGINEER

NOTED
F. ERIKSEN

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

1982 (Sleepy Hollow) Sandy River 9523
Br. Sec. of Truman Rd. approx. 10
mi. E. of Sandy. (Grad., Pav., Struc.)

C4A6409 2/8/78, 4/17/81

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7/31/85

COUNTY: CLACKAMAS AGREEMENT NO: 6409 PROJECT NO: SOS BROS-0300(5)

CONTRACT NO: 9523 SECTION: Sandy River (Sleepy Hollow) Br.

PRELIMINARY ENGINEERING (PREFIX C203-1959 - C403-1906): SOS Funds

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 10,906.11	$
Final Design	3,089.02	
R/W Descriptions	885.81	
Region Geology	311.76	
Traffic Section	218.74	
Relocation Plans	124.10	
Region Utility Liaison	281.69	
Audit Services	76.61	
Location	2,291.28	
Program Section	110.20	
Specification (No Cost to County)	1,288.27	
Administrative Services	86.61	
Environmental Section	110.77	
Structural Foundations	3,785.05	11.15
Free Bridge Design (No Cost to County)	10,007.37	
R/W Utility Engineer	9.51	
SUBTOTAL	$ 33,582.90	$ 11.15
Work Performed by County Prefix 403-1906	710.45	
Less Free Bridge Design & Specs	(11,295.64)	
TOTAL PE COST TO COUNTY	$ 22,997.71	$ 11.15

CONSTRUCTION (PREFIX: C203-1042): BROS Funds

Payment to Contractor	$224,833.86	$ 6,000.00
Credit for Liquidated Damages	(6,000.00) CR	
Interest on Final Payment		445.04
Work Performed by State Forces (Road Bed)	309.79	
Work Performed by State Forces (Misc.)	361.62	
Engineering Expense	20,886.31	192.15
Payment to Local Governments	298.34	
Audit Services	553.40	
Program Section	38.22	
Materials Testing	9,547.34	
Technical Services Branch	953.53	
Construction Branch	451.97	
Region Office Charges	114.65	
Accounting	331.10	126.31
EEO	222.49	
SUBTOTAL	$252,902.62	$ 6,763.50

CONSTRUCTION (PREFIX C203-1042): SOS Funds

Payment to Contractor	$130,734.25	
Engineering Expense	13,880.87	
SUBTOTAL	$144,615.12	- 0 -

SUMMARY:

Total Participating PE Cost		$ 22,997.71
Participating Const. Cost (BROS)		252,902.62
Participating Const. Cost (SOS)		144,615.12
		$420,515.45
Less Federal Funds		
P.E. (85.80%)	$ 19,732.04	
Const. (80.00%)	202,322.10	
Const. (88.18%)	127,521.61	($349,575.75)
SUBTOTAL		$ 70,939.70
Less CR For Work By County		(100.88)
Plus Nonparticipating County Cost		6,774.65
Less County's Advance Deposits		
P.E. AD #395	$ 3,650.00	
Const. AD #82-62	86,460.00	($ 90,110.00)
REFUND DUE COUNTY		($ 12,496.53)

MKS:pf

9523

5-6-85

203-1959 33,594.05
403-1906 609.57
203-1042

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	FEDERAL AID PROJECT NO. SOS-300(5) Revised
PROGRAM APPROVED	VOUCHER PERIOD From: 3-24-78 To: 11-8-83

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
680	$ 710.45	$ 710.45	85.80	$ 609.57	$ 609.57	$ 0.00
680	33,594.05	33,582.90	85.80	28,814.13	28,814.13	0.00
680	144,615.12	144,615.12	88.18	127,521.61	127,521.61	0.00
117	259,666.12	252,902.62	80%	202,322.10	202,322.10	0.00
	$438,585.74	$431,811.09	--	$359,267.41	$ 359,267.41	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer*

5-6-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SANDY RIVER (SLEEPY HOLLOW) BRIDGE **TRUMAN COUNTY ROAD** **CLACKAMAS COUNTY**					
	Preliminary Engineering Type Code PE					
	Work by Clackamas County (680)	All	Required		710.45	✓
	State (680)	All	Required		33,506.29	
	Total Participating Preliminary Engineering				34,216.74	
	Construction Type Code X081 Structure, Bridge No. 1659 A (Sta. 102+49 to Sta. 104+21)					
	Final Contract Payment Summary 680 130,734.25 117 224,833.86	Lump	Sum		355,568.11	
SFO	#1 Permanent Pavement Striping (State)	All	Required		361.62	
SFO	#4 To construct a rock barrier (Clackamas County)(11&))	All	Required		309.79	
	Total Particiapting Construction Cost				356,239.52	
	Construction Engineering					
SFO	#4 Work by Clackamas County (117)	All	Required		298.34	
	State 117-32,994.53 680-13,209.46	All	Required		46,203.99	
	Liquidated Damages(117)	Lump	Sum		(6,000.00)	
	Total Participating Construction Engineering				40,502.33	
	Misc. Project Cost					
	Audit Expense (Const)(117)	All	Required		553.40	
	EEO Monitoring Expense (117)	All	Required		222.49	
	Audit Expense (PE)(680)	All	Required		76.61	
	Total Misc. Project				852.50	
	Total Participating Project Cost				431,811.09	
	Nonparticipating Project Cost					
	Final Contract Payment Summary (117)	Lump	Sum		6,000.00	
	Interest on Final Payments (117)	All	Required		445.04	
	Construction Engineering (117)	All	Required		318.46	
	Preliminary Engineering (State)(680)	All	Required		11.15	
	Total Nonparticipating Project Cost				6,744.65	
	Total Project Cost				438,585.74	
	Prepared based on Participating Costs as shown on the Federal Billing as of 3-28-85					
	AMOUNT CARRIED FORWARD					

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SANDY R(SLEEPY HOLLOW) BR     CONT NO 9523 I FA PROJ NOS BPOS0300005 100 BPOS0300005 100                              STATE
                                  203   1042     201      00 P 1               20,940.30CR     224,833.86     82    85


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        MAY 1985          PAGE  247
                                                                                  FISCAL        GRAND TOTAL    ACTIVE YRS
                            PREFIX  FUNCTION SUB F  GP   CURRENT MONTH         YEAR TO DATE       TO DATE      BEG  END
         DESCRIPTION
                          203   1042     201    00 P 2                          20,940.30       130,734.25     83   85
                          203   1042     201    00 N 1                                            6,000.00     83   83
                          203   1042     203    00 P 1                                            6,000.00CR   83   83
                          203   1042     206    00 N 1                                              445.04     83   83
                          203   1042     220    04 P 1                              25.82           309.79     83   84
                          203   1042     270    01 P 1                                              761.62     83   83
                          203   1042     296    00 N 9      1,767.84CR           2,620.03CR     414,658.67CR   82   85
                          203   1042     226    00 N 9                                93.85      94,914.96     82   84
                          203   1042     297    00 N 9      1,262.84             2,526.18       329,943.21     82   85
                          203   1042     298    00 N 9        671.41CR           3,022.12CR      20,886.31     82   85
                          203   1042     900    00 P 1        671.41             3,022.12        13,380.87     83   85
                          203   1042     900    00 P 2                                              132.15     82   83
                          203   1042     900    00 N 1                              88.10           298.34     82   84
                          203   1042     903    00 P 1                              93.19           553.40     84   84
                          203   1042     915    00 P 1                                               38.22     82   83
                          203   1042     920    00 P 1                                            4,517.33     82   84
                          203   1042     940    00 P 1                                            1,648.08     83   83
                          203   1042     941    00 P 1                                            3,351.93     82   83
                          203   1042     942    00 P 1                                              953.53     82   84
                          203   1042     944    00 P 1                                              451.97     82   84
                          203   1042     945    00 P 1                                              114.65     82   83
                          203   1042     946    00 P 1                             214.81           331.10     83   85
                          203   1042     948    00 P 1                             126.31           126.31     85   85
                          203   1042     948    00 N 1                                              222.49     82   83
                          203   1042     985    00 P 1
                                         TOT       P1         671.41CR          23,450.50CR     252,902.62
                                         TOT       P2         671.41            23,962.42       144,615.12
                                         TOT       N1                              126.31         6,763.50
                                       ** JOB TOTALS **                **          638.23   **  404,281.24  **

                                                                                                               STATE
  RRXING PVM PJ PMS OGOS(118)   CONT NO        FA PROJ NOS PMS 000S118 :00        4,385.49       15,934.12     83   85
                          203   1047     270    C1 P 1                           4,613.90CR      21,620.50CR   83   85
                          203   1047     296    00 N 9                           4,613.90        21,620.50     83   85
                          203   1047     298    00 N 9                                           [illegible]   83   84
                          203   1047     900    00 P 1                             210.16           428.61     83   84
                          203   1047     900    02 P 1                              18.49            44.87     83   85
                          203   1047     948    00 P 1
                                         TOT       P1                            4,614.14        21,620.50
                                       ** JOB TOTALS **                **        4,614.14   **   21,620.50  **

                                CONT NO        FA PROJ NOS              100
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               203   1036      948      00 P 1        8.94          17.56         625.04     82    85
               203   1036      985      00 P 1                                   52.57     82    82
                               TOT      P1          508.71       3,211.52     181,096.75
                               TOT      N1                                      1,110.25
                            ** JOB TOTALS **        508.71  **   3,211.52  **  182,207.00  **

  SANDY R(SLEEPY HOLLOW) BR    CONT NO 9523 * FA PROJ NOS BROS0300005 100 BROS0300005 100          STATE
               203   1042      201      00 P 1                   20,940.30CR   224,833.86     82    85
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          JUNE 1985        PAGE  253

                                                                   FISCAL          GRAND TOTAL       ACTIVE  YPS
       DESCRIPTION        PREFIX  FUNCTION SUB F  GR  CURRENT MONTH  YEAR TO DATE      TO DATE        BEG    END
                         203   1042      201      00 P 2                    20,940.30    130,734.25     83     85
                         203   1042      201      00 N 1                                   6,000.00     83     83
                         203   1042      203      00 P 1                                   6,000.00CR   83     83
                         203   1042      206      00 N 1                                     445.04     83     83
                         203   1042      220      04 P 1                        25.82        309.79     83     84
                         203   1042      270      01 P 1                                     361.62     83     83
                         203   1042      296      00 N 9      1,731.43         888.60CR  412,927.24CR   82     85
                         203   1042      297      00 N 9      1,731.43CR     1,637.58CR   83,053.53     82     85
                         203   1042      298      00 N 9                     2,526.18    329,843.71     82     85
                         203   1042      900      00 P 1                     3,022.12CR   20,886.31     82     85
                         203   1042      900      00 P 2                     3,022.12     13,880.87     83     85
                         203   1042      900      00 N 1                                     132.15     82     83
                         203   1042      903      00 P 1                        88.10        298.34     83     84
                         203   1042      915      00 P 1                        83.19        553.40     84     84
                         203   1042      920      00 P 1                                      38.22     82     83
                         203   1042      940      00 P 1                                   4,517.33     82     84
                         203   1042      941      00 P 1                                   1,675.08     82     83
                         203   1042      942      00 P 1                                   3,351.93     82     83
                         203   1042      944      00 P 1                                     953.53     82     84
                         203   1042      945      00 P 1                                     451.97     82     84
                         203   1042      946      00 P 1                                     114.65     82     83
                         203   1042      948      00 P 1                       314.81        331.10     83     85
                         203   1042      948      00 N 1                       126.31        126.31     85     85
                         203   1042      985      00 P 1                                     222.49     82     83
                                         TOT      P1                        23,450.50CR  252,902.62
                                         TOT      P2                        23,962.42    144,615.12
                                         TOT      N1                           126.31      6,763.50
                                      ** JOB TOTALS **             **          638.23  **  404,281.24  **

  RRXING PVM PJ PMS OOOS(118)   CONT NO       FA PROJ NOS PMS 000S118 100                                STATE
                         203   1047      270      01 P 1                     4,385.49     19,904.12     83     85
                         203   1047      296      00 N 9                     4,613.90CR   21,620.50CR   83     85
                         203   1047      298      00 N 9                     4,613.90     21,620.50     83     85
                         203   1047      900      00 P 1                                   1,232.90     83     83
                         203   1047      900      02 P 1           .95CR       209.21        437.66     83     85
                         203   1047      948      00 P 1           .08CR
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                     MAY 1985          PAGE 1047
                                                                              FISCAL           GRAND TOTAL
      DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                                                                                126.01            496.52
                                          TOT       P1
                                      ** JOB TOTALS **               **         126.01  **        496.52  **

                                                                                                              STATE
 SPTC @ SW 3RD ST(NEWBURG)     CONT NO         FA PROJ NOS RRS 5830001 100
                                  336   1984    296      00 N 9                  82 19CR           126 28CR
                                  336   1984    298      00 N 9                  82 19             126 28
                                  336   1984    905      00 P 1                   4 25              87 58
                                  336   1984    920      00 P 1                  35 34              52 73
                                                TOT      P1                      39 59             140 31
                                      ** JOB TOTALS **               **          39 59  **         140 31  **

                                                                                                              STATE
 AIRPORT TERMINAL ACCESS       CONT NO         FA PROJ NOS M   4555001 100
                                  336   1990    296      00 N 9     65 74CR    1,355 02CR        1,355 02CR
                                  336   1990    298      00 N 9     65 74      1,355 02          1,355 02
                                  336   1990    901      00 P 1                  126 70            126 70
                                  336   1990    905      00 P 1     35 02         35 02             35 02
                                  336   1990    910      00 P 1    193 01        193 01            193 01
                                  336   1990    918      00 P 1                    5 02              5 02
                                  336   1990    922      00 P 1      8 71          8 71              8 71
                                  336   1990    933      00 P 1    188 01      1,593 46          1,593 46
                                                TOT      P1        424 75      1,961 92          1,961 92
                                      ** JOB TOTALS **             424 75  **  1,961 92  **      1,961 92  **

                                                                                                              STATE
 SPTC @ 3RD & 4TH STS          CONT NO         FA PROJ NOS RRP 000S061 100
                                  336   1993    296      00 N 9                   3 27CR             3 27CR
                                  336   1993    298      00 N 9                   3 27               3 27
                                  336   1993    903      00 P 1                   3 63               3 63
                                                TOT      P1                       3 63               3 63
                                      ** JOB TOTALS **               **           3 63  **           3 63  **

                                                                                                              STATE
 SLEEPY HOLLOW BRIDGE          CONT NO         FA PROJ NOS SOS 0300005 100
                                  403   1906    598      00 N 9                                    609 57CR
                                  403   1906    903      00 P 1                                    609 57
                                                TOT      P1                                        609 57
                                                TOT      N9                                        609 57CR
                                      ** JOB TOTALS **               **               **                  **

                                                                                                              STATE
 SPOGAN ROAD @ 362ND           CONT NO       * FA PROJ NOS SOS 0300008 100
                          [illegible]   1908    598      00 N 9                                  3,515 67CR
                          [illegible]   1908    903      00 P 1                                  3,515 67
                                                TOT      P1                                      3,515 67
                                                TOT      N9                                      3,515 67CR
                                      ** JOB TOTALS **               **               **                  **
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         MAY 1985        PAGE 907
                                                                                  FISCAL           GRAND TOTAL
                          PREFIX  FUNCTION SUB F. GR   CURRENT MONTH          YEAR TO DATE           TO DATE
    DESCRIPTION                                                                  685 41             685 41
                    203   1925     298      00 N 9         17 97                 662 34             662 34
                    203   1925     901      00 P 1         44 51                  50 99              50 99
                    203   1925     918      00 P 1                               155 52             155 52
                    203   1925     938      00 P 1                               868 85             868 85
                                   TOT         P1          62 48                 868 85 **          868 85 **
                            ** JOB TOTALS **               62 48 **

                                                                                                       STATE
              CONT NO       FA PROJ NOS                                                             688 01CR
                    203   1956     296      00                                                      309 25
                    203   1956     297      00                                                      378 76
                    203   1956     299      00
                                   TOT      00
                            ** JOB TOTALS **                       **                 **                  **

                                                                                                       STATE
SANDY RIV(SLEEPY HOLLOW)BR  CONT NO  FA PROJ NOS SOS U300005 100 BROS0300005       398 70CR         32 264 13CR
                    203   1959     296      00 N 9     7,907 20CR                                     2 450 00
                    203   1959     297      00 N 9                                 - 398 70          28 814 13
                    203   1959     299      00 N 9     7,907 20                   9,856 53           10 906 11
                    203   1959     901      00 P 1                               10,000 00CR
                    203   1959     901      00 P 2                                  126 31CR
                    203   1959     901      00 N 1                                2,250 00            3,089 02
                    203   1959     905      00 P 1                                2,250 00CR
                    203   1959     905      00 P 2                                                       98 41
                    203   1959     906      00 P 1                                                      885 31
                    203   1959     909      00 P 1                                                      311 76
                    203   1959     910      00 P 1                                                      218 74
                    203   1959     911      00 P 1                                                      124 10
                    203   1959     913      00 P 1                                                      281 69
                    203   1959     914      00 P 1                                                        6 61
                    203   1959     915      00 P 1                                                    2 291 28
                    203   1959     918      00 P 1                                                      110 20
                    203   1959     920      00 P 1                                  150 81CR          1,288 27
                    203   1959     921      00 P 1                                                       86 61
                    203   1959     922      00 P 1                                                      110 77
                    203   1959     923      00 P 1                                                    3 785 05
                    203   1959     926      00 P 1                                                       11 15
                    203   1959     926      00 N 1                                                    9,908 96
                    203   1959     927      00 P 1                                   20 53CR              9 51
                    203   1959     932      00 P 1                                   48 55CR
                    203   1959     950      00 P 1                               11,886 64           33 562 90
                                   TOT         P1                                12,250 00CR
                                   TOT         P2                                   126 31CR             11 15
                                   TOT         N1                                   489 67CR**       33,594 05 **
                            ** JOB TOTALS **                       **

                                                                                                       STATE
CO-WIDE THERMOPLASTIC MRKGS  CONT NO    * FA PROJ NOS PMS 0005065 100             [illegible]       [illegible]
                    203   1961     296      00 N 9
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801
BILLING NUMBER 48

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06 13 85

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
334-1967 1# M -9043-002 APPR-W36	95,360.00	112,788 96	111,142 19	85 80	95,360 00	95,360 00		
2 X10 -9043-002 APPR-580	17,084.81	20,099 78	20,099 78	85 00	17,084 81	17 084 81		
334-1967 PREFIX TOTALS	112,444 81	132,888 24	131,241 97		112,444 81	112,444 81		
334-1981 1# SOS -3400-002 APPR-680	15,599.33	17,696 35	17,696 35	88 15	15,599 33	15,599 33		
336-1963 1 M -4545-001 APPR-W32	48,191.00	49,118.14	49,057.45	85.77	42,076.57	41,596.05		480.52
336-1970 1# RRS -4420-001 APPR-138	363 92	404.36	404 36	90 00	363.92	363 92		
336-1975 1# RRP -000S-034 APPR-139	849 15	943 50	943 50	90 00	849 15	849 15		
336-1981 1 RRP -000S-039 APPR-139	1,800.00	272.69	272.68	90.00	245.42	245.42		
336-1982 1 RRP -4445-001 APPR-139	1,800.00	496 52	496 52	90 00	446 87	446 87		
336-1984 1 RRS -5830-001 APPR-138	1,800.00	140 31	140 31	90 00	126 28	126 28		
336-1990 1 M -4555-00 APPR-W32	17,4[illegible].00	1,961.92	1,961.92	88.15	1,729.43	1,460.20		269.[illegible]
336-1993 1 RRP -C00S-061 APPR-139	3,600.00	3 63	3 63	90 00	3 27	3 27		
403-1906 1# SOS -0300-005 APPR-680	609.57	609 57	609 57	100 00	609 57	609 57		
9#		609.57-						
403-1906 PREFIX TOTALS	609 57		609 57		609 57	609 57		
403-1908 1# SOS -0300-008 APPR-680	3,515.67	3,515 67	3,515.67	100.00	3,515.67	3,515 67		
9#		3,515 67-						
403-1908 PREFIX TOTALS	3,515 67		3,515 67		3,515 67	3 515 67		
403-1910 1# XI -9674-003 APPR-823	114.72	114 72	114.72	100 00	114 72	114 72		
9#		114.72-						
403-1910 PREFIX TOTALS	114.72		114.72		114.72	114.72		
403-1911 1# XI -9721-001 APPR-823	693 04	693 04	693 04	100 00	693 04	693 04		
9#		693.04-						
403-1911 PREFIX TOTALS	693 04		693 04		693 04	693 04		
403-1912 1# XI -9665-006 APPR-823	222 65	222 65	222 65	100 00	222 65	222 65		
9#		222.65-						
403-1912 PREFIX TOTALS	222 65		222 65		222 65	222 65		

801
BILLING NUMBER 48

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06 13 85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2*	X10 -9702-003 APPR-772	5,185.00	6,100.00	6,100.00	85.00	5,185.00	5,185.00		
203-1913		PREFIX TOTALS	9,549.78	11,509.75	11,235.04		9,549.78	9,549.78		
203-1914	1	XI -9653-005 APPR-823	183,600.00	127,605.11	127,436.02	85.00	108,320.62	108,320.62		
203-1916	1	HES -9674-004 APPR-141	25,232.91	30,763.04	30,763.04	90.00	27,686.74	25,232.91	2,453.83 B	
203-1918	1	X10 -0000-046 APPR-580	29,972.00	8,249.30	8,249.30	85.00	7,011.91	6,221.73		790.12
	2	X10 -0000-046 APPR-178	48,450.00			85.00				
203-1918		PREFIX TOTALS	78,422.00	8,249.30	8,249.30		7,011.91	6,221.73		790.12
203-1919	1	PMS -000S-118 APPR-140	1,000.00	214.84	214.84	100.00	214.84	214.84		
203-1920	1	X10 -9718-007 APPR-178	19,975.00	51,835.54	51,646.44	85.00	43,899.47	19,975.00	23,924.47 B	
203-1921	1	X10 -0000-061 APPR-580	145,520.00	563.69	563.69	85.00	479.14	479.14		
203-1922	1	X10 -9739-001 APPR-580	18,672.00	6,395.01	6,395.01	85.00	5,435.76	5,392.61		43.15
203-1923	1	BROS-0300-009 APPR-114	35,840.00	24,146.78	24,146.78	80.00	19,317.42	19,317.42		
203-1924	1	HES -9665-013 APPR-141	22,170.00	13,446.93	13,407.77	90.00	12,066.99	11,673.21		393.78
203-1925	1	X10 -0000-067 APPR-580	30,052.00	868.85	868.85	85.00	738.52	723.25		15.27
203-1959	1*	SOS -0300-005 APPR-680	28,814.13	33,594.05	33,582.90	85.80	28,814.13	28,814.13		
	2	BROS-0300-005 APPR-117								
203-1959		PREFIX TOTALS	28,814.13	33,594.05	33,582.90		28,814.13	28,814.13		
203-1961	1*	PMS -000S-065 APPR-140	102.07	102.07	102.07	100.00	102.07	102.07		
203-1980	1*	SOS -0300-008 APPR-680	3,922.25	4,449.52	4,449.52	88.15	3,922.25	3,922.25		
203-1986	1	RRS -9731-001 APPR-138	1,800.00	910.96	845.71	90.00	761.14	761.14		
203-1993	1	RRP -9473-001 APPR-139	2,500.00	2,659.30	2,659.30	90.00	2,393.37	2,393.37		
204-1967	1	BROS-0400-002 APPR-117	25,760.00	5,921.90	5,921.90	80.00	4,737.52	4,731.25		6.27
205-1905	1	BROS-0500-005 APPR-117	29,200.00	122.19	122.19	80.00	97.75	97.75		
205-1908	1	RRS -6220-001 APPR-138	1,800.00	125.27	125.27	90.00	112.74	112.74		
205-1940	1	RRP -A747-001 APPR-139	1,800.00	368.77	368.77	90.00	331.89	331.89		
205-1995	1*	BROS-0500-003 APPR-117	25,963.20	32,505.25	32,454.00	80.00	25,963.20	25,963.20		

801
BILLING NUMBER 48

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/13/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	8L	BRF -0073-003 APPR-118	66,085.59	76,054.82	75 994.19	80 00	60,795 35	66 085 59	195 35 B	
136-1092		PREFIX TOTALS	839,809 54	899,966.77	899,088 69		719,270 95	839 809 54	5,485 59 L 887 95	
136-1094	1	RRP -4445-001 APPR-139	115,714 00	20 14	20 14	90 00	18 13	18 13		
201-1007	1#	SOS -0100-002 APPR-680	94,938.75	107,878.20	107,701 36	88.15	94,938.75	94,938 75		
201-1018	1	BROS-0100-006 APPR-114	94,688 00	112,258.47	110,657.75	80.00	88,526.20	88,477 74		48 46
201-1019	1	BROS-0100-007 APPR-114	89,203 00	98,316 57	98,316 57	80 00	78,653 26	78,651 77		1 49
201-1020	1	BROS-0100-008 APPR-112	111,583.00	112,002.69	112,002 69	80 00	89,602 15	89,571 75		30 40
201-1021	1	HES -000S-009 APPR-141	20,430.00			90.00				
201-1025	1	RRS -000S-010 APPR-138	141,287 00	19 32	19 32	90 00	17 39			17 39
203-1015	1#	RRO -000S-108 APPR-685	87,803.94	97,627.47	97,559 93	90.00	87,803 94	87,803 94		
	2	RRP -000S-108 APPR-139	68,561.18	76,227 99	76,179 09	90 00	68,561 18	68,561 18		
203-1015		PREFIX TOTALS	156,365 12	173,855 46	173,239 02		156,365 12	156,365 12		
203-1017	1#	XI -9559-006 APPR-823	691.88	828 51	813 98	85 00	691 88	691 88		
203-1021	1#	XIO -9702-004 APPR-772	47,611.32	56,266.55	56,013.32	85.00	47,611.32	47,611.32		
203-1028	1#	SOS -0300-008 APPR-680	70,177.01	83,510.70	79,583 82	88 .8	70,177.01	70,177 01		
203-1033	1#	XI -9721-002 APPR-823	43,176.96	51,599 33	50,796 42	85 00	43,176 96	43,176 96		
	2#	XIC -9721-002 APPR-772				85.00				
203-1033		PREFIX TOTALS	43,176 96	51,599 33	50,756.42		43,176 96	43,176 96		
203-1034	1#	XIO -9702-006 APPR-772	99,687 98	119,541 [illegible]	112,279 98	85 00	99,687 98	99,687 98		
203-1036	1	XIO -9665-011 APPR-772	159,199.00	181,698 39	180,588.04	85 00	153,499 83	153,148 00		351 83
203-1042	1	BROS-0300-005 APPR-117	202,322.10	259,666 12	252,902.62	80 00	202,322 10	202,322 10		
	2	BROS-0300-005 APPR-680	127,521.61	144,615 12	144,615.12	88 18	127,521.61	127,521 61		
203-1042		PREFIX TOTALS	329,843 71	404 281 24	397,517 74		329,843 71	329,843 71		
203-1047	1	PHS -000S-118 APPR-140	45,000 00	21,620.50	21,620 50	100 00	21,620 50	21 620 50		
203-1055	1	HES -9659-011 APPR-141	599 00	197 03	197 03	90 00	177 33	177 33		

4523

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-141 + 142	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 4		Project Number SOS-BROS-0300(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 8, 19 78,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 466,563.00	$ 466,563.00
	135,777.55 (680)	147,482.42 (680)
Federal funds	$ 249,328.00 (117)	$ 238,709.16 (117)
Other revisions		

This modification is made for the following reasons: to increase Appn Code 680 funds and utilize unobligated balance to prevent lapse and decrease Appn Code 117 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 10, 1984

Federal-Aid Project No. SOS-BROS-0300(5)

Sandy River (Sleepy Hollow) Bridge
Truman County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 34,250.00
		Total	$ 34,250.00

Type Code X081
Structure, Bridge No. 1659A (Sta. 102+49 to Sta. 104+21)

Total same as previous estimate of August 17, 1982	$ 432,313.00
Length of Project	0.033 mi.

SUMMARY OF FUNDS

Description	Pro-Rata	Code	Total Cost	Federal Funds	County Funds
P.E.	85.8%	680	$ 34,250.00	$ 29,386.00	$ 4,864.00
Structure	88.18%	680	133,926.54	118,096.42	15,830.12
Structure	80.0%	117	298,386.46	238,709.16	59,677.30
Total			$ 466,563.00	$ 386,191.58	$ 80,371.42

Group 1 100%
Contract No. 9523
Prefix: 203-1959
203-1042

RDS:bkb

9020

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 8-229 & 8-230		County CLACKAMAS
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 3		Project Number SOS-BROS-0300(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 466,563	$ 466,563
	18,876 (680)	135,777.55 (680)
Federal funds	$ 355,650 (117)	$ 249,328.00 (117)
Other revisions		

This modification is made for the following reasons: To increase Appn Code 680 funds and utilize unobligated balance to prevent lapse and decrease Appn Code 117 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August , 198[illegible] .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 31 , 1983

FEDERAL AID PROJECT NO. SOS-BROS-0300(5)

SANDY RIVER (SLEEPY HOLLOW) BRIDGE
TRUMAN COUNTY ROAD
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.

Preliminary Engineering	All Required	$ 34,250.00
	TOTAL	$ 34,250.00

TYPE CODE X081
STRUCTURE, BRIDGE NO. 1659A (Sta. 102+49 to Sta. 104+21)

Total same as previous estimate of August 17, 1982 $432,313.00

Length of Structure -------------- 0.033 mile

SUMMARY OF FUNDS

DESCRIPTION	PRO-RATA	CODE	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
P.E.	85.8%	680	$ 34,250.00	$ 29,386.00	$ 4,864.00
Structure	88.18%	680	120,652.75	106,391.55	14,261.20
Structure	80.0%	117	311,660.25	249,328.00	62,332.25
TOTAL			$466,563.00	$385,105.55	$81,457.45

Group 1: 100%
Contract No. 9523
Prefix: 203-1959
Prefix: 203-1042

CL:pf

1523

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-240 + 241		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 2		Project Number SOS-BROS-0300(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,000.00 ~~12,250.00~~	$ 22,000.00 (680) ~~444,563.00 (117)~~
Federal funds	$ 18,800.00 ~~9,800.00~~	$ 18,876.00 (680) ~~355,650.00 (117)~~
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 17, 1982

Federal-Aid Project
No. SOS-BROS-0300(5)

Sandy River (Sleepy Hollow) Bridge
Truman County Road
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 34,250.00

Type Code X081
Structure, Bridge No. 1659A (Sta. 102+49 to Sta. 104+21)

Mobilization		All Required	$ 25,000.00
Clearing and Grubbing		All Required	10,000.00
Removal of Structures and Obstructions		All Required	1,500.00
Embankment in Place	920 Cu. Yd.	6.00	5,520.00
Toe Trench Excavation	550 Cu. Yd.	7.00	3,850.00
Finishing Roadbed and Slopes		All Required	500.00
Watering	50 M-Gal.	10.00	500.00
Aggregate Base	2,050 Ton	8.50	17,425.00
Class "B" Asphalt Concrete	600 Ton	33.00	19,800.00
Guard Rail, Type 2A	163 Lin. Ft.	12.00	1,956.00
Guard Rail, Type 3	100 Lin. Ft.	20.00	2,000.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	80.00	320.00
Rail End Pieces, Terminal Connector	4 Each	50.00	200.00
Extra for Asphalt Approaches	7 Each	150.00	1,050.00
Loose Riprap, Class 2000	1,150 Cu. Yd.	12.00	13,800.00
Filter Blanket	150 Cu. Yd.	12.00	1,800.00
Bridge Removal Work		All Required	5,000.00
Shoring, Cribbing, Etc.		All Required	10,000.00
Structure Excavation	700 Cu. Yd.	7.00	4,900.00

Structure Excavation Below Elevations Shown	70 Cu. Yd.	20.00	1,400.00
Structural Concrete, Class 3300 (275 C.Y.)		All Required	66,000.00
Structural Concrete, Class 4500 (165 C.Y.)		All Required	49,000.00
145'/150' Bulb Tee Prestressed Beams	6 Each	15,000.00	90,000.00
Reinforcement (47,000 lbs.)		All Required	21,000.00
Coated Reinforcement (14,500 lbs.)		All Required	8,700.00
Three Tube Steel Railing	341 Lin. Ft.	42.00	14,322.00
			$376,743.00

Anticipated Items

Permanent Signing	All Required	$ 800.00
Permanent Pavement Striping	All Required	1,400.00
Temporary Protection and Direction of Traffic	All Required	1,200.00
Seeding and Planting in State Land Permit Area	All Required	750.00
		$ 4,150.00
	SUBTOTAL	$380,893.00
	Engineering	51,420.00
	TOTAL	$432,313.00

Length of Structure -------------- 0.033 mi.

SUMMARY OF FUNDS

Description	Pro-Rata	Code	Total Cost	Fed. Funds	County Funds
Preliminary Engineering	85.8%	680	$ 22,000.00	$ 18,876.00	$ 3,124.00
Preliminary Engineering	80.0%	117	12,250.00	9,800.00	2,450.00
Structure	80.0%	117	432,313.00	345,850.00	86,463.00
TOTAL			$466,563.00	$374,526.00	$92,037.00

Group 1	100%
Contract No.	9523
Prefix:	203-1959
Prefix:	203-1042

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TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-145		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number SOS-BROS-0300(5)
MODIFICATION NUMBER 1	2/7/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,000.00	$ 34,250.00
Federal funds	$ 18,800.00	$ 28,600.00
Other revisions		

This modification is made for the following reasons: to include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 3, 1981

Federal Aid Project
No. SOS-BROS-0300(5)

Sandy River (Sleepy Hollow) Bridge Section
Co. Rd. in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$34,250.00
	TOTAL	$34,250.00

Length of Project ----------- 0.03 miles

Federal Funds ---------------	$28,600.00
County Funds ----------------	5,650.00
TOTAL	$34,250.00

Group 1	100%
Prefix:	203-1959
Prefix:	403-1906

OMB No. 04-R2083

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO.	**FEDERAL AID PROJECT AGREEMENT**	County Clackamas
11-92	11-8-78	Project No. SOS-0300 (5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Truman Rd. 1-1/2 mi. N.W. of Brightwood

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/24/78	0.03
RIGHTS-OF-WAY		
CONSTRUCTION	3/24/78	0.03
OTHER *(Specify)*		

FUNDS Pro Rata 85.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 22,000.00	$ 18,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 27, 1978

Federal Aid Project
No. SOS-0300(5)

SANDY RIVER (SLEEPY HOLLOW) BRIDGE SECTION
CO. RD. IN CLACKAMAS COUNTY

Project Agreement Estimate.

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$22,000.00
	TOTAL	$22,000.00

Length of Project ------------ 0.03 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 22,000.00	$ 18,800.00	$ 3,200.00
Retain PS&E Status	229,000.00	196,200.00	32,800.00
TOTAL	$251,000.00	$215,000.00	$35,000.00

Group I - 100%
Prefix: 203-1959
Prorata: 85.8%

9523

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9523

REGION NO. 10	REPORT NO.	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT October 28, 1983	REPORT MADE BY C. T. Keasey, P.E., P.L.S.		PROJECT NO. SOS-BROS-0300(5)
COMPLETION DATE April 12, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY September 27, 1983	TIME ELAPSED 74 %	CONTRACT TIME 228 CD
APPROVED EXTENSIONS 40 CD	LOCATION Sandy River (Sleepy Hollow) Bridge Section of Truman Road approximately 10 miles east of Sandy.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

Besides additional and incidental, work on this project involved (1) construction of roadbed grading, aggregate base and asphalt concrete pavement, and (2) construction of Bridge No. 1659A over the Sandy River.

The bridge is 172' long and 32' wide.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $376,743.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
ENGR

REFER TO Keasey
FOR

Signature (SHD Official) C. Keasey

Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED*		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 11/7/83	TITLE Field Operations Engr.	DATE 11/8/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous editions of PR-33E Will Not Be Used.

9523

5

October 26, 1983

Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97223

COM 5
#9523

Attention: R. L. Metcalf
Secretary/Treasurer

Gentlemen or Ladies:

Thank you for your letter of October 24, 1983, notifying us that you have received full payment from Douglas S. Coats, Inc.

This appears to be in reference to a claim for material in the amount of $31,238.78 on Contract No. 9523 for work on the Sandy River (Sleep Hollow) Bridge Project in Clackamas County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN-kjm

cc: Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497 1220 S. E. 190TH AVENUE PORTLAND, OREGON 97233

October 24, 1983

Oregon State Highway Division
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Manager, Commission Services

Gentlemen:

This is to notify you that we now have received full payment from Douglas S Coats, Inc., on OSHD Contract No. 9523, Sandy River (Sleepy Hollow) Bridge.

Very truly yours,

OREGON ASPHALTIC PAVING CO.

R. L. Metcalf

R L Metcalf
Secretary/Treasurer

RLM:ia
cc: United Pacific Insurance Co.
33405 - 8th Ave., So. C-3000
Federal Way, WA 98003

RECEIVED
OCT 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1523

October 4, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CCM 5
#9523

Gentlemen or ladies:

Contract No. 9523 awarded to Douglas S. Coats, Inc. for work on the Sandy River (Sleepy Hollow) Bridge Section of the Truman Road in Clackamas County was completed on May 17, 1983, and accepted by the State Highway Division on September 27, 1983.

Final payment in the amount of $1,000 will be released to the contractor after October 10, 1983. The total contract amount is $355,568.11 and no work was performed under force account.

You have been advised previously that claims have been filed with us against the bond on this contract, most of which have been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

10-4-83 Kjm

cc: Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

CL 83-146

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 23 1983
NORMA PAULUS
SECRETAR[illegible]

August 19, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9523

RECEIVED
AUG 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

Attention: O. W. Adams
President

Gentlemen:

This will acknowledge the Notice of Claim dated July [illegible], 1983, concerning the following Highway Division contract:

FILED BY:	Oregon Asphaltic Paving Co.
AMOUNT:	$31,238.78
FOR:	Material
AGAINST (Prime contractor)	Douglas S. Coats, Inc.
CONTRACT NO.:	9523
PROJECT:	Sandy River (Sleepy Hollow) Bridge, Truman Road, Clackamas Co.
SURETY:	United Pacific Insurance Co.
AGENT:	Emery & Karrigan, Inc.

We note that you have filed this claim directly with the Secretary of State. We will advise the surety and the contractor of the receipt of this claim.

Please advise this office (121 Transportation Building, Salem, OR 97310) when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Bond Department
33405 - 8th Ave., S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
Suite 300, 825 NE Multnomah
Portland, OR 97232

bc: Secretary of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by Oregon Asphaltic on July 26, 1983.

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497
1220 S. E. 190TH AVENUE
PORTLAND, OREGON 97233

July 26, 1983

Secretary of State
State of Oregon
Salem, Oregon 97310

Gentlemen:

Enclosed Notice of Claim for filing.

We are notifying you, consistent with ORS 279.314 & 279.526 et seq of Contractor's failure to pay the amount disclosed by Notice of Claim, and demand payment from you directly to us of all contract amounts due and owing.

Very truly yours,

OREGON ASPHALTIC PAVING CO.

By:
O. W. Adams, President

OWA:ia
cc: Oregon State Highway Division
Department of Transportation

Douglas S. Coats Construction

United Pacific Insurance Company
P O Box 5669
Portland, Oregon 97228

RECEIVED
JUL 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Secretary of State
State of Oregon
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $31,238.78 against the bond posted by Douglas S. Coats Construction, P O Box 311, Bend, Oregon 97701, as principal, and United Pacific Insurance Company Bond No. U455251, as surety, for aggregate base rock and asphaltic concrete paving on job known as the Sandy River (Sleepy Hollow) Bridge, OSHD Contract No. 9523, and against any amount yet unpaid to the above Contractor or Subcontractor by reason of his contract with said public body for the above described labor, services and material.

DATED: July 25, 1983

OREGON ASPHALTIC PAVING CO.

By: O. W. Adams
O. W. Adams, President
1220 SE 190th Ave.
Portland, Oregon 97233

RECEIVED
JUL 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497 1220 S. E. 190th AVENUE PORTLAND, OREGON 97233

July 25, 1983

RECEIVED
STATE HWY ENGR
JUL 28 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Manager, Commission Services

Gentlemen:

Enclosed Notice of Claim for filing.

We are notifying you, consistent with ORS 279.314 & 279.526 et seq of Contractor's failure to pay the amount disclosed by Notice of Claim, and demand payment from you directly to us of all contract amounts due and owing.

Very truly yours,

OREGON ASPHALTIC PAVING CO.

By:
O. W. Adams, President

CERTIFIED
P08 [illegible]
MAIL

OWA:ia
cc: Douglas S. Coats Construction
United Pacific Insurance Company
P O Box 5669
Portland, Oregon 97228

RECEIVED
JUL 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Manager, Commission Services

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $21,228.78 against the bond posted by Douglas S. Coats Construction, P O Box 311, Bend, Oregon 97701, as principal, and United Pacific Insurance Company Bond No. U455251, as surety, for aggregate base rock and asphaltic concrete paving on job known as the Sandy River (Sleepy Hollow) Bridge, OSHD Contract No. 9523, and against any amount yet unpaid to the above Contractor or Subcontractor by reason of his contract with said public body for the above described labor, services and material.

DATED: July 25, 1983

OREGON ASPHALTIC PAVING CO.

By: C. W. Adams

C. W. Adams, President
1220 SE 190th Ave.
Portland, Oregon 97233

RECEIVED
JUL 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO
FILE NO.
CON 5
#9523

July 15, 1983

Wall & Wall, P.C.
Attorneys at Law
Suite 686
Lloyd Five Hundred Building
500 NE Multnomah
Portland, OR 97232

Attention: Mitchell C. Wall

Gentlemen:

This will acknowledge your letter dated July 11, 1983, on behalf of Campbell Crane & Rigging Service Inc., filing a claim against the following Highway Division contract:

FILED BY:	Campbell Crane & Rigging Serv., Inc.
AMOUNT:	$4,174.06
AGAINST (Prime contractor)	Douglas S. Coats, Inc.
FOR:	Crane rental
CONTRACT NO.:	9523
PROJECT:	Sandy River (Sleepy Hollow) Bridge Sec., Clackmas Co.
SURETY:	United Pacific Insurance Co.
AGENT:	Emery & Karrigan, Inc.

We note that you have filed this claim directly with the contractor and his surety. We will forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 20 1983
WALL & WALL P.C.

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

United Pacific Ins. Co.
325 NE Multnomah, Suite 300
Portland, OR 97232

United Pacific Ins. Co.
33405 - 8th Ave., So. C-3000
Federal Way, WA 98003

WALL & WALL, P. C.
ATTORNEYS AT LAW
SUITE 686
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232

ROBERT C. WALL
MITCHELL C. WALL
MARILYN H. WALL
BRADLEY R. WALL

TELEPHONE
(503) 238-0333

July 27, 1983

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Bond Claim

Dear Mr. Gormsen:

Please be advised that the claim of Campbell Crane Rigging Service, Inc. earlier filed by our office and confirmed pursuant to your July 15, 1983 letter to me (a copy of which is enclosed for your reference) has been paid in full.

Please call if you have any questions.

Very truly yours,

WALL & WALL, P.C.

Mitchell C. Wall

MCW:sjc

Enclosure

cc: Kris Kriesien

C4/H

RECEIVED
JUL 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 97-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sandy River Bridge (Sleepy Hollow)	WEEK ENDING: July 16, 1983	SECTION PREFIX: 203-1042
HIGHWAY: County (Truman Rd.) Road	COUNTY: Clackamas	
NAME OF JOB: Sandy River (Sleepy Hollow) Bridge	KIND OF WORK: Grading, Paving, & Structure	
CONTRACTOR: Douglas S. Coats, Inc.	CONTRACT NUMBER: 9523	FEDERAL AID PROJECT NUMBER: SOS-BROS-0300(5)
DATE OF CONTRACT: August 16, 1982	DATE WORK STARTED: September 20, 1982	ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 220* / 310	CALENDAR DAYS USED: A= 220 B= 228
PROJECT AUTHORIZATION: $ 432,313.56	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: A = 122% B = 74%
EXCLUSIVE OF ENGINEERING: $ 398,033.19	ENGINEERING AUTHORIZATION: $ 34,280.37	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 358,213.33	ENGINEERING COST TO DATE: $ 43,625.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT [redacted] UNDERRUN: 10 %	PERCENT OF AUTHORIZATION: 127 %	DATE PROJECT WAS COMPLETED: "A"=4-4-83, "B"=4-12-83

* 40-day Time Extension was granted 5-25-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100 %		100 %	100 %	100 %			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED	0.15	0.15			0.15
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,770 C.Y.	2,050 Tons			600 Tons
TOTAL QUANTITIES CORRECTED TO DATE	1,555 C.Y.	1,591 Tons			521 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,555 C.Y.	1,591 Tons			521 Tons
AVERAGE DAILY QUANTITIES	111 C.Y.	245 Tons			521 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 C.Y.	0 Tons			0 Tons
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1659-B							
PERCENT	100 %							

	WEATHER	~~WORK~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No weather being kept on this job.	0		Part "A" &"Bridge Clousure" completed 4-4-83. Calendar Day Count began August 28, 1982.
MONDAY		0		Part "B" completed 4-12-83.
TUESDAY		0		K
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity 7-10 to 7-16-83
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Douglas S. Coats, Inc. has completed all field work required by the contract.

No work this week.

State personnel worked on Semi-final Estimate and submitted same to Region.

ANTICIPATED: Unless otherwise directed, this will be the last weekly report submitted for this project.

SIGNED ______ LOCATION Portland

David Willhite, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

cc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Ch 83-434

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 15, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9523

Wall & Wall, P.C.
Attorneys at Law
Suite 686
Lloyd Five Hundred Building
500 NE Multnomah
Portland, OR 97232

Attention: Mitchell C. Wall

ED
7-22-83 BA

Gentlemen:

This will acknowledge your letter dated July 11, 1983, on behalf of Campbell Crane & Rigging Service Inc., filing a claim against the following Highway Division contract:

FILED BY:	Campbell Crane & Rigging Serv., Inc.
AMOUNT:	$4,174.06
AGAINST (Prime contractor)	Douglas S. Coats, Inc.
FOR:	Crane rental
CONTRACT NO.:	9523
PROJECT:	Sandy River (Sleepy Hollow) Brige Sec., Clackmas Co.
SURETY:	United Pacific Insurance Co.
AGENT:	Emery & Karrigan, Inc.

We note that you have filed this claim directly with the contractor and his surety. We will forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
JUL
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

United Pacific Ins. Co.
825 NE Multnomah, Suite 300
Portland, OR 97232

United Pacific Ins. Co.
33405 - 8th Ave., So. C-3000
Federal Way, WA 98003

731-0188

WALL & WALL, P. C.
ATTORNEYS AT LAW
SUITE 686
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232

ROBERT C. WALL
MITCHELL C. WALL
MARILYN M. WALL
BRADLEY R. WALL

TELEPHONE
(503) 238-0333

July 11, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Douglas F. Coats, Inc. aka
Doug Coats Construction
P.O. Box 311
Bend, OR 97709

United Pacific Insurance Company
P.O. Box 5669
Portland, OR 97228

Emery & Karrigan, Inc.
One S.W. Columbia
Suite 510
Portland, OR 97258

Clerk or Auditor
State of Oregon
Transportation Commission
Oregon State Highway Division
Room 121
Transportation Bldg.
Salem, OR 97310

Re: Bond Claim
Section: Sandy River (Sleepy Hollow) Bridge
Highway: County Road (Truman Road)
County: Clackamas
Contract No.: 9523

To: Douglas F. Coats, Inc. aka Doug Coats Construction; United Pacific Insurance Company; Emery & Karrigan, Inc; State of Oregon Transportation Commission

Notice hereby is given that the undersigned, Campbell Crane & Rigging Service Inc., has a claim for crane rental, including crew and the transportation and assemby and disassembly of the crane, all in the sum of $4,174.06 through June 30, 1983 and which was provided Douglas F. Coats, Inc. aka Doug Coats Construction on the above project. This claim is against the bond taken from Douglas F. Coats, Inc. (principal) and United Pacific Insurance Company (surety) on the above project.

On behalf of our client, Campbell Crane & Rigging Service, Inc. we hereby demand that, within 15 days of the date of this letter, the aforementioned sum, which is now substantially past due, be paid in it's entirety or our client will have no alternative but to immediately file legal action against Douglas F. Coats, Inc. and the Bond.

Very truly yours,

WALL & WALL, P.C.

Mitchell C. Wall

MCW:sjc

cc: Kris Kriesien

C2/E1

RECEIVED
JUL 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rn 1595

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-0300(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80207

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-8-82

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sandy River (Sleepy Hollow) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Furnish, install, maintain and remove all temporary protection and directional measures.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9-8-82 as requested in Mr. Keasey's letter of 6-15-83 as being cost effective for the use of County Forces to proceed with the above work. State Force Order No. 2 representing work to be done by Clackamas County forces is approved for a TEC of $1,200, FF $963.

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO Potter
FOR
Info | Invest | R/O | D/R | Sign | Act | File

Orig to 7/14

14. DATE 7-7-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-0300(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80207

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-8-82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sandy River (Sleepy Hollow) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authoization of 9-8-82 as requested in Mr. Keasey's letter of 6-15-83 as being cost effective for the use of County Forces to proceed with the above work. State Force Order No. 3 representing work to be done by Clackamas County forces is approved for a TEC of $800, FF $642.

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO Potter
FOR

Info	Inv.	R/O	D/R	Sign	Act	File

Orig to
7/14

14. DATE 7-7-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-0300(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80207

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-10-83

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sandy River (Sleepy Hollow) Bridge Section

11. GENERAL DESCRIPTION OF WORK:

Furnish material and construct rock barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON AN ~~XXXXXXXXXPRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5-10-83 as requested in Mr. Keasey's letter of 6-15-83 as being cost effective for the use of County Forces to proceed with the above work. State Force Order No. 4 representing work to be done by Clackamas County Forces is approved for a TEC of $300, FF $240.

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/14

14. DATE 7-7-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9523

May 25, 1983

CON

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

Time Extension Request
Sandy River (Sleepy Hollow) Bridge
Contract No. 9523
FAP No. SOS-BROS-0300(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 40 calendar days for Phase "A" of the contract is granted due to delay in the bridge closure by the County.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Arvey Nelson w/att.
FHWA w/att.
Bob Church - Note: This project is FHWA non-participating.

STATE OF OREGON - Highway
9250 N. E. Skidmore
Portland, Oregon, 97220

INTEROFFICE MEMO

FILE: CCM 5
9523

TO: Marion Craft
Metro Region Const. Eng'r.

DATE: May 10, 1983

FROM: Arvey D. Nelson
Project Manager

RECEIVED
MAY 17 1983
CONSTRUCTION SECTION
CE CAE FOE OCS SCT ESO OM CA LS IC FE CP

C

SUBJECT: Time Extension Request
Sandy River (Sleepy Hollow) Bridge
Contract No. 9523, Prefix 203-1042

Submitted for your consideration is a Time Extension Request received from Douglas S. Coats, Inc. regarding the Calendar Day Count and assessed Liquidated Damages for the subject Sandy River (Sleepy Hollow) Bridge replacement contract.

As stated in the contractor's request transmittal, the contract Special Provisions do set forth contradictory allowable bridge closure specifications and calendar day count determinations.

The contract Special Provisions Section 104 (pages 4 & 5) in part state: "The closure time for the bridge shall not exceed 180 Calendar Days. The recording of the elapsed closure time will begin on the day the bridge is closed to traffic."

The contract Special ProvisionsSection 108 (Pages 14 & 15) sets forth additional contract completion criteria. Completion (a), states all roadwork through the completion of aggregate base and all structure work shall be completed before the elapse of 180 Calendar Days. Completion (b), states all work to be done under the contract shall be completed before the elapse of 310 Calendar Days.

With the project construction now complete, the contractor did not exceed the 180 day bridge closure limit as specified by Section 104.05 of the Special Provisions. Under Section 108.08 specified completion (a), the contractor however, used 220 Calendar Days for which 40 days Liquidated Damages have been assessed. With specified completion (b), all work was completed using only 228 days of the 310 days allowed for an 82-day underrun.

The 82-day project completion underrun would undoubtedly have been greater had not the contractor experienced delays with the Clackamas County executing the existing bridge closure. Likewise, the days of Liquidated Damages assessed under completion (a) can be attributed to a delayed bridge closure by the County.

Pertinent dates regarding contract work are noted as follow:

Contract awarded	August 16, 1982
Began Calendar Day Count (Parts "a" & "b")	August 28, 1982
Contract prework meeting	September 8, 1982
Contractor begins work	September 20, 1982
Existing Bridge Closed to Traffic	October 7, 1982
180-Day Specified Completion (Part "a") Expires	February 23, 1983
Traffic Placed over New Bridge	April 4, 1983
180-Day Bridge Closure Limit Expires	April 5, 1983

Arvey makes a good case, and I have nothing to add. I concur in his recommendation. Marion Craft

125-1387

45x3

6-30-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: SOS-BROS-0300(5)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Clackamas

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80207

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/30/82

8. FEDERAL ROUTE NUMBER: Non Federal aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
Sandy River (Sleepy Hollow) Bridge Section

11. GENERAL DESCRIPTION OF WORK:
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS:

I accept the certification of Mr. Rod Henry dated 6/22/82 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
JUL 12 '82
REFER TO
FILE

14. DATE: 6/30/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. H

16. TITLE: for Division Administrator

FORM PR-1232 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-73)

1523

July 23, 1982

Winston Kurth, Assistant Director
Dept. of Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Dear Winston:

On July 22, 1982 we received a satisfactory bid from Douglas S. Coats, Inc., P.O. Box 311, Bend, Oregon 97709 for the Sandy River (Sleepy Hollow) Bridge replacement project on Truman Road in Clackamas County.

As described in our Agreement No. 6409, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid		$376,743.00
Anticipated Additional Items:		
Permanent Signing	$ 800.00	
Permanent Pavement Striping	1,400.00	
Temporary Protection & Direction of Traffic	1,200.00	
Seeding or Planting State Lands Permit Area	750.00	$ 4,150.00
SUBTOTAL		$380,893.00
Contingencies (4 1/2%)		17,140.19
Engineering (9%)		34,280.37
Estimated Construction Cost		$432,313.56

COUNTY SHARE: 20% of $432,313.56 = $86,400

We will award the contract when we receive your advance deposit in the amount of $86,400, which should arrive not later than August 23, 1982. You may use one of the three options for payment described in the attachment.

rec'd LGIP
8-10-82

Very truly yours,

J. E. Swan, P.E.
Program Control Engineer

JES:bf
Attachment

bcc w/AD #82-82: Don Rose, Region Metro
Vern Skoog - Please return completed AD # 82-82 when advance deposit is received.

[illegible]	[illegible]
INDEX OF SHEETS	
1	Title Sheet
2	Typical Section, Detail & Summary
3	Plan & Profile

STATE OF O

DEPARTMENT OF TRA

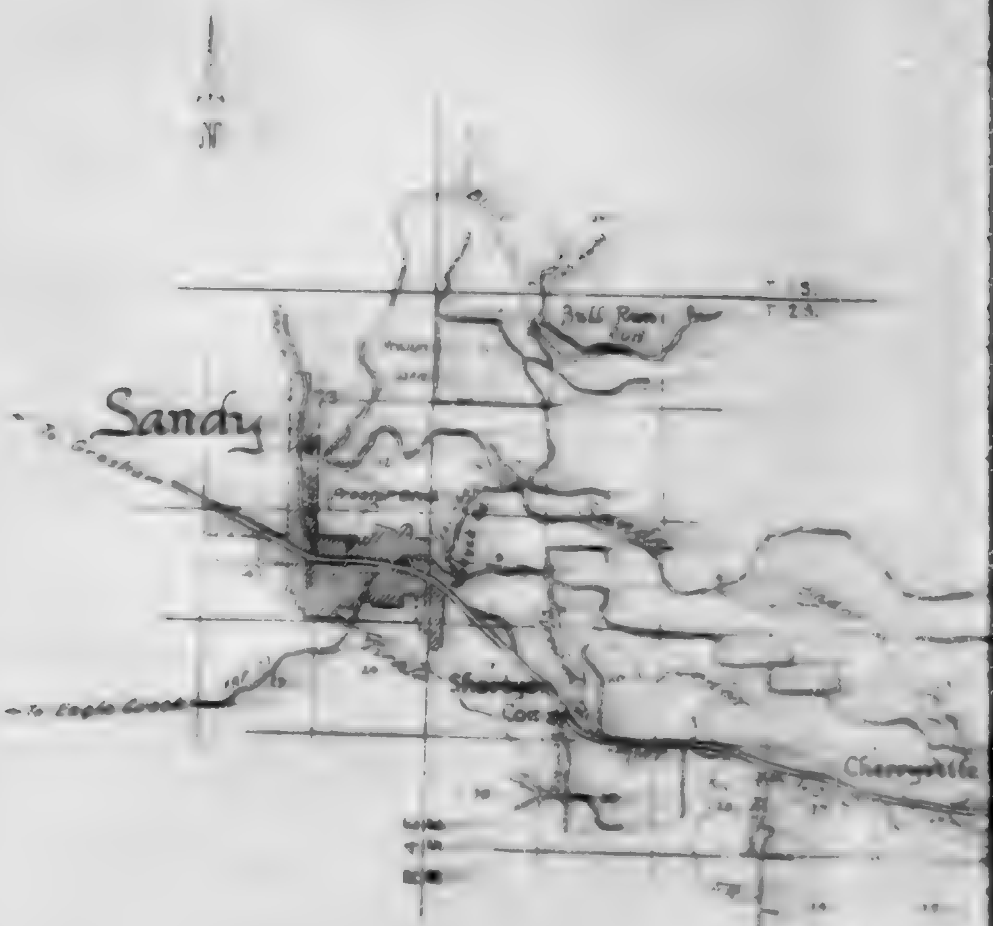
STATE HIGHWAY

PLANS FOR PROPOSE

SANDY RIVER (SLEEPY HO

COUNTY ROAD (TRU

CLACKAMAS COU


N
Sandy
to Gresham
Bull Run
to Eagle Creek
Cherryville
T 1 S.
T 2 S.
T 2 S.
T 3 S.

S

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

PROPOSED PROJECT

PRELIMINARY COPY
OCT 28 1980
SUBJECT TO CHANGE
UNIT

PY HOLLOW) BRIDGE SEC.

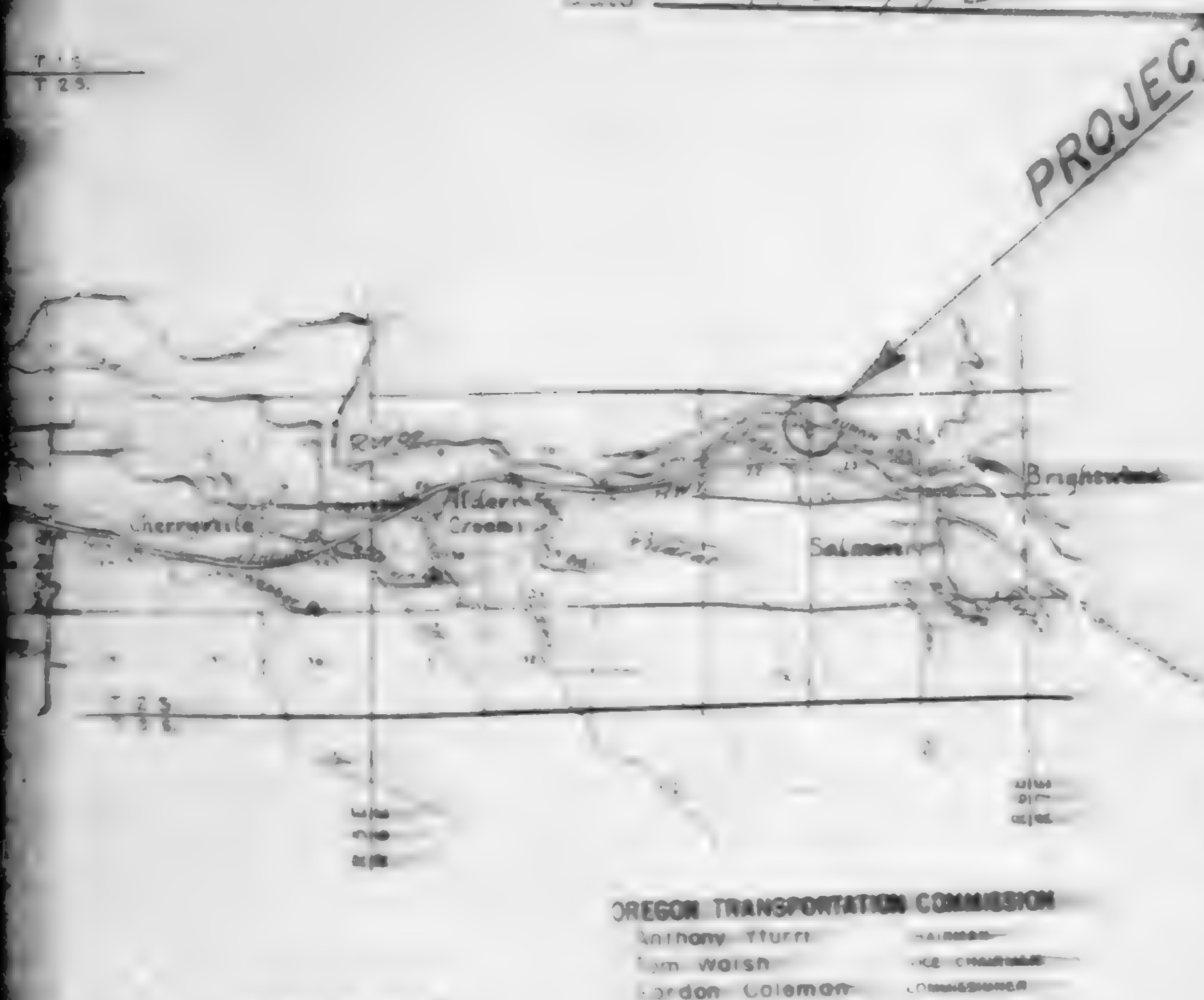
OAD (TRUMAN RD.)

CKAMAS COUNTY

SANDY RIVER (SLEEPY HOLLOW) BRIDGE SEC. COUNTY ROAD (TRUMAN RD.) CLACKAMAS COUNTY				SHEET No. 1
ROAD No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			OF Index

[illegible] 1051

APPROVED AS NOTED
Emanuel [illegible]
By CLACKAMAS COUNTY
Date 4/27/82



PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIRMAN
Gordon Coleman COMMISSIONER
Peter v. [illegible] COMMISSIONER
Michael P. Hollern COMMISSIONER
Fred B. Klaboe DIRECTOR OF TRANSPORTATION

Sketch Map

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

F. H. D. OPERATIONS ENGINEER DATE

STATE OF OREGON INTEROFFICE MEMO

TO: E. L. Hardt
Region Metro Engineer
ATTN: Jon Rose
Federal-Aid Specialist
DATE: April 12, 1982
DES 23
1659A

FROM: John M. Tindall
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Sandy River (Sleepy Hollow) Bridge
Truman Road
Clackamas County
BR 1659A

On July 3, 1979, the preliminary plan and elevation, vicinity map and a copy of the foundation and hydraulic report was sent to you to obtain the approval of Clackamas County.

Attached are four revised prints of Drawing 34604, four additional prints of Drawing 34357 and four sets of the grading plans for this project.

Our present estimate of costs for the proposed contract is:

Roadwork (Incl. Riprap)	$ 95,000
Structure	380,000
Engineering & Contingencies	95,000
TOTAL	$570,000

Please use these prints to obtain the approval of Clackamas County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on July 22, 1982.

JMT:jrb

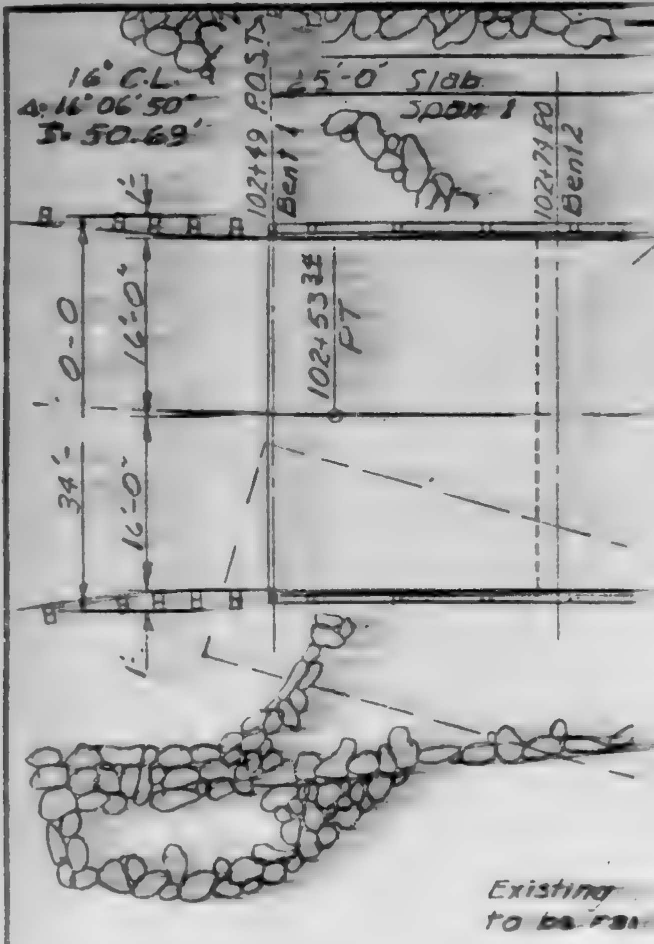
Attachments

cc: Engineering /w/ 1
Project Management /w/ 1
Environmental (M. Bank) /w/ 1

No Comment

THANKS

Contains
Recycled
Materials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25'-0" Slab
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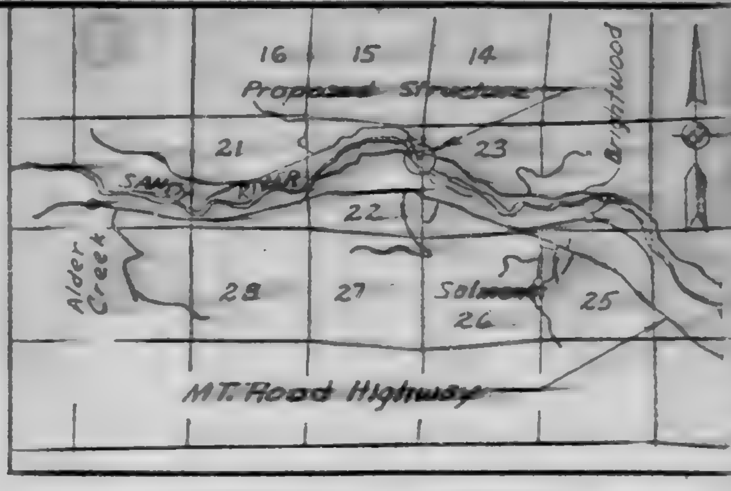
102+49 P.O.S.T.
Bent 1
102+74 P.O.
Bent 2
102+53± PT
0-0
16'-0"
34'
16'-0"
Existing
to be re

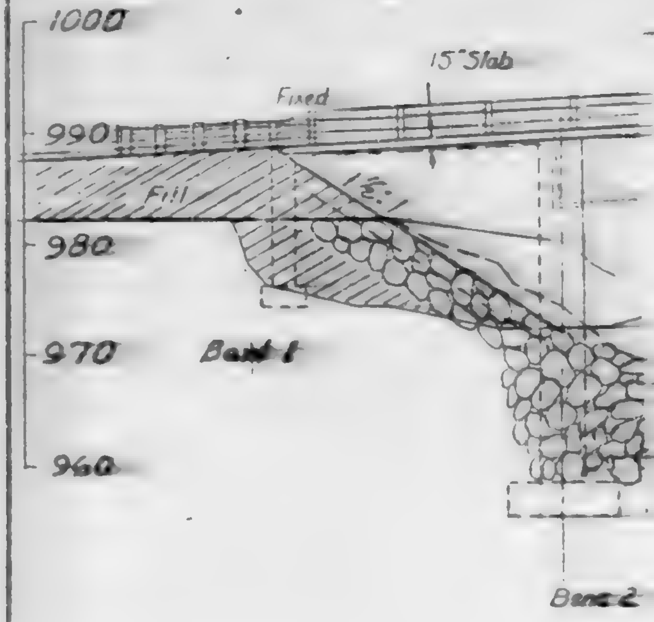

16
15
14
Proposed Structure
Brightwood
21
23
Sandy River
22
Alder Creek
28
27
Salmon
26
25
MT. Hood Highway

VICINTY MAP
No Scale

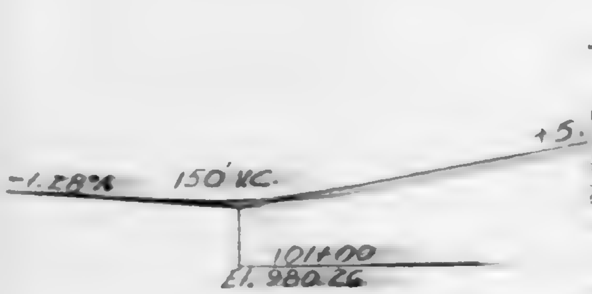
APPROVED AS NOTED

For Clackamas County

Date 4/22/82


1000
15" Slab
Fixed
990
Fill
1½:1
980
970
Bent 1
960
Bent 2

HYDRAULIC DATA		
	Design Flood	Max. Flood (Yr. 1964)
Discharge, c.f.s.	40,200	40,200
Frequency, years	70	70
High water elev. Natural Channel	980.3	980.3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P.E.
ESIGN ENGINEER
P.E.
RVICES ENGINEER
REVISION

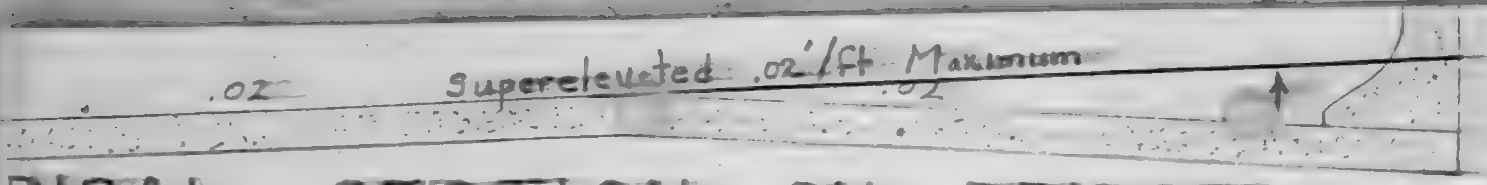
OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

SLEEPY HOLLOW BRIDGE
TRUMAN ROAD
CLACKAMAS COUNTY

PRELIMINARY PLAN AND ELEVATION

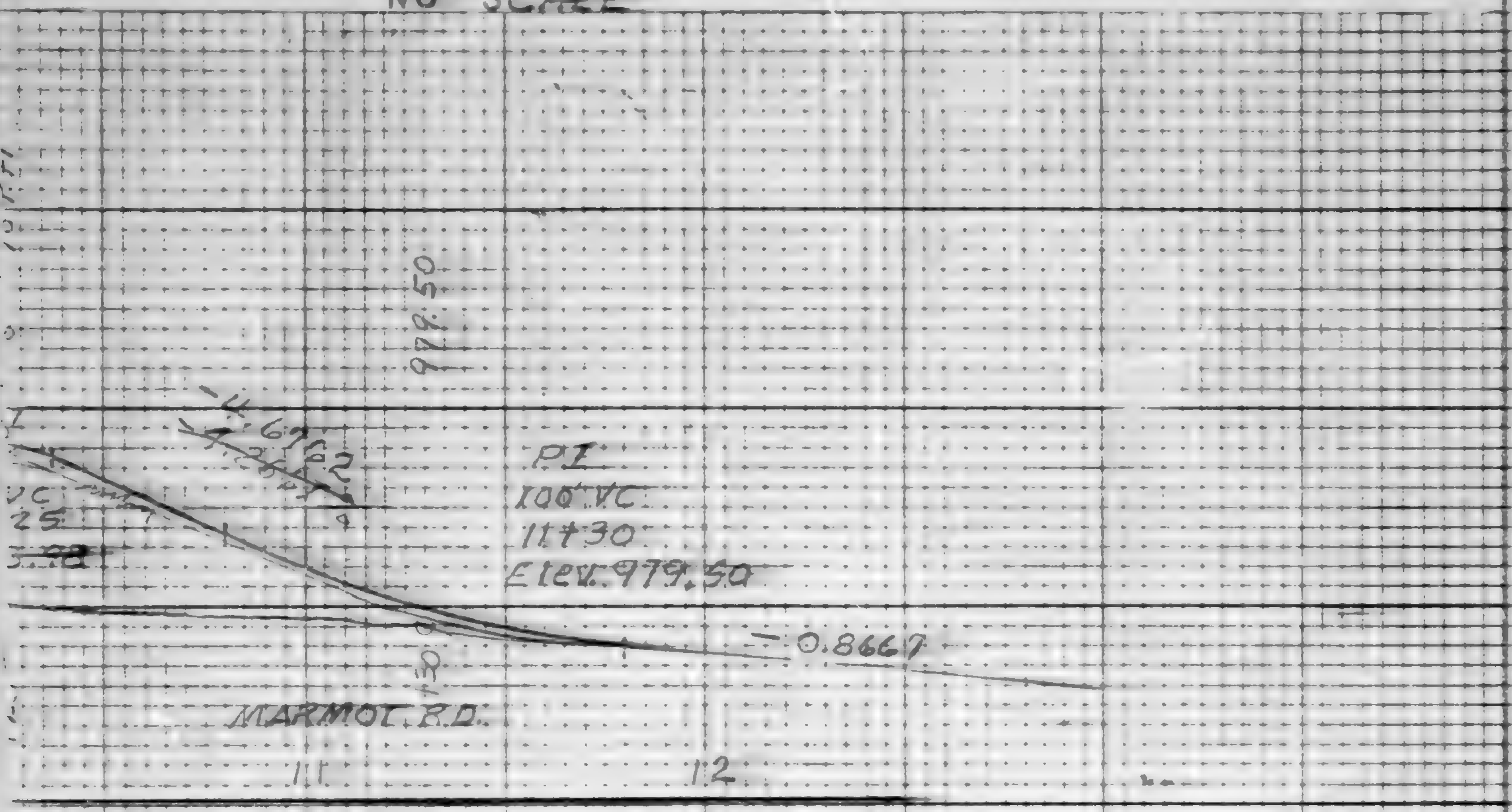
ACCOMPANIED BY DWGS.

DATE 5-4-79
SHEET 1 OF
BRIDGE NO. 1659 A
DRAWING NO. 34604


.02
Superelevated .02'/ft Maximum
.02

PICAL SECTION ON BRIDGE

NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

VICINITY MAP & PROFILE

SLEEPY HOLLOW BRIDGE SITE

CLACKAMAS COUNTY PREFIX: 203-1959

R.R. CAMERON, RES. ENGR. AUGUST 1978

SCALE: 1"=50'

Bridge # 1659A

Drwg # 34357

APPROVED AS NOTED

CLACKAMAS COUNTY

4/22/82

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 12, 1982

In Reply Refer to
File No.:
DES 23
1659A

RECEIVED
TECHNICAL SERVICES
APR 13 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

L. L. Wallace, P.E.
Assistant Bridge Engineer

SUBJECT: Sandy River (Sleepy Hollow) Bridge
Truman Road
Clackamas County
BR 1659A

Enclosed are two reduced prints of Drawing 34604 and two full-size prints of Drawing 34357 which are the preliminary plan and elevation and vicinity maps for this structure. Also enclosed are two sets of the grading plans and two copies of the foundation and hydraulic reports.

The alignment and roadway width are in accordance with the standards governing the project. The gradeline meets the grade of the existing road on the south side of the river avoiding the excavation and stage construction problems of the originally proposed grade. The length is necessary to span the river without a bent in the river. Bent 2 was located so that it will not interfere with the stream flow from Joe Creek. Bent 3 was located far enough back from the south bank so that a 1:1 slope is maintained from the stream bed to bottom of footing.

The distance between these two bents is 147 feet. Our original proposal was to use a 140-foot Bulb-T prestressed beam span and a 7-foot cast-in-place cantilever from Bent 2. We have studied a single-span Bulb-T a little deeper and somewhat lighter than the one we have been using and found it will span 147 feet which eliminates the cantilever at Bent 2 and should be less expensive than our first proposal.

The road will be closed during construction and neither a detour structure nor stage construction will be required.

The estimated cost of this structure, including an allowance for engineering and contingencies is $455,000. The roadway work is estimated to cost $115,000.

We request your approval of our preliminary plan.

JMT:jrb
Enclosures
cc: E. S. Hunter
D. H. Moehring

1523

Department of Transportation
HIGHWAY DIVISION
MAINTENANCE BRANCH, P.O. BOX 14030, SALEM, OR 97310

In Reply Refer to:
File No:

March 18, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

Dear Mr. Wilken:

Sandy River (Sleepy Hollow) Bridge
Bridge #1659, Clackamas County

A field review of the subject bridge was completed this date. Areas of concern are as follows.

- Vertical bank near south end footing (Fair rating for embankment erosion)
- South end of truss buried in dirt (Poor rating for bearing devices)
- Top chord of west truss has lateral misalignment (Poor rating for alignment of members)
- Handrail brackets welded to web members (Poor rating for web members and welds)
- Broken interior stringer in Span 2, has been temporarily repaired with jump stringer (Poor rating for original stringer)
- A.C. wearing surface is cracked and rough (Poor rating for wearing surface)
- Paint is in fair condition, no apparent section loss.

RECEIVED
STATE HWY ENGR
MAR 1 '82
REFER TO

I could see no evidence of structural problems in the deck.

734-1839

With the west top chord being out of line, the south end of the truss buried in dirt, handrail clips welded to the web members, and the temporary nature of repair usually associated with jump stringers, I would recommend a poor rating for the superstructure.

The bridge is posted for a weight limit of 20 tons. Although this has probably not been calculated, it would seem appropriate to limit heavy trucks on a bridge in this condition designed for H15 loading or less.

Attached is a copy of the county's S I & A sheet showing changes resulting from this review. Note that the change in the sufficiency rating (SR) is negligible.

JHWood
John H. Wood, P.E.
Structure Maintenance Engineer

JHW:mmw

Attachment

cc: H. S. Coulter w/attach.✓
W. J. Hart w/attach.
Bob Stevens w/attach.
Jerry Marshall, Clackamas County, w/attach.

```
1. 410                           BRIDGE INVENTORY        03/18/80   PAGE 369
2. 2C
3. 005                                                8. BRIDGE NUMBER 01659
4. 0000                                             101. 000
5. 141CI1160                                         11.  00003
6. SANDY RIVER                                      890. 1179
7. TRUMAN ROAD                          53. 9999
9. 00.5 MI N OF HWY 26                  54. 0000       77.
10.                31. 0                55. 999        78.
10A.               32. 022              56. 000        79.
11A.               33. 0                57. 2          80.
12.                34. 00                 58. ⑤T       81.
13. T              35. 0                  59. ②5       82.
14.                36. 0010               60. 8        83.
15.                38. 0                  61. 5        84. 00450
16.                39. 000                62. N        85.
17.                40. 0000             63. 01         86.
18. 1              41. P                64.            87.
19. 04             42. 55                 65. T        88.
20. 3              43. 310              66. (920) 903  91.
21. 3              44. 707                67. 3        92.
22. 3              45. 01                 68. 2        93.
24. 11             46. 0002               69. [illegible]  94.
25. 4              47.                    70. ③4                  SR = (17.4)
26. 05             47A.                   71. 8                      18.9
27. 5300           48. 0100               72. 5       850. 64
28. 0200           49. 000162           73. 82        860. 60
29. 000500         50. 000000           74.           870.
30. 79             51. 0190             75. 311       880. 795
                   52. 0220             76.
96. 26002   OFF SYSTEM                                 95.
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01659

US Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject Oregon Project SOS-BROS-0300(5)
Sandy River (Sleepy Hollow)
Bridge Section

Date December 9, 1981

From Division Administrator

Reply to Attn of: HBR-OR

To Mr. H. S. Coulter, State Highway Engineer, ODOT

On November 2, 1981, you requested a program change from SOS to BROS funds for the Sandy River (Sleepy Hollow) Bridge. The official authorization was given November 6, prior to a review of the bridge site. Our Bridge Engineer has now reviewed the site and a copy of his report is attached.

We feel a detailed review and verification of the County's bridge inspection report is desirable prior to deciding whether the structure should be replaced or rehabilitated. If traffic is not excessive, the County might want to consider rehabilitation.

Please let us know the results of your review.

Dale E. Wilken

Attachment

cc:
✓OSHD (D E Swan, Proj Mgmt)
OSHD (W J Hart, Br)
OSHD (J H Wood, Maint)

per George Wills
it's up to Walt Hart.
KEH 12-10-81

3-30-82 JE. Chickson:
Project has been re-inspected by John Wood.
Project will be replaced with a new bridge.
KEHuskey

File 407.3

FHWA
STRUCTURE REVIEW OF SI&A SHEETS

DATE: 12/7/81
REVIEWER H. A. Schell
ACCOMPANIED BY: R. Lenz ODOT

Bridge Name(6) Sandy River (Sleepy Hollow)
Route No.(5or23) 1116 Truman Rd - Marmot Rd Int
Bridge Number(8) 1659
County(3) Clackamas (005)

SUFFICIENCY RATING - Replace 17.4 (?) (50 or below) Repair ______ (50-80)

ESSENTIALITY FOR PUBLIC USE Yes (Access to Co. Maintenance Yard & quarry (Gravel Pit) & Ho
ADT(29) ? (6 Trucks 20 min) Type of Traffic Pass, local Gravel, Logging?
Hardship to Community w/o Some
Accident Record ?
Length of Detour Route 5 miles ?
Comments There is another access to Truman Rd approx. 2+ miles East on Hwy

SERVICEABILITY & FUNCTIONAL OBSOLESCENCE
Geometrics of Approaches(58&36) S End Rt angle access - N end access to N.E. Corner W. Rd
Bridge width(51) 20'
Posted Load) None
Rail Type Flr Bm to Wooden Posts in Vu
General Condition of Structure Truss generally Ok but needs paint - Top and bottom Chord true alignment? - Some build up R welding one are touch

Comments Two 22'± T.T. approach spans N-end Using steel cover & A.C. for deck surface. 10-T.T. Floor Bm to each panel point. Steel x-Bms

STRUCTURAL ADEQUACY & SAFETY -
Operating Rating(64) ______
Deck Conditions(57&58) Alligatored deck 3 location - A.C. also cracked at Floor Bms. Will need repair

Superstructure Girders(59) T.T. Floor Bms are in good shape. Conc. Deck bolted Through floor beams.

Bearings(60) There are none or are not active

Truss Comments(59) Pony truss 120' long looks good. Some paint loss at panel points. Not much corrosion loss No bad hits in top or bottom chords.

Column or Pile Bents(60) One T.T. framed bent N. End One pier @ rivers edge N side. Ends are on concrete abutments.

Footings(60) S-End 8'-12' from 20' Vert. cemented sand & gravel bank Good foundation. S-End on 8'± abutment on spread ftg. 2 N end spans blocked by dike

Debris and/orChannel Conditions(&71) Straight run of river up & dnstream several hundred feet Velocity ±5 fps ± Creek channel access immediately upstream N.E. corner of bridge. Old fdn. look ok

Cost Verification Item 87 - Substructure Remove old Deck & replace $10,000

50 × 32 × 60 × 1.1 = $320,000 Superstructure Paint Truss 60,000

Total New Struc ($320,000) Rehabilitat = 70,000

Structure might be functionally obsolete for road conditions. Otherwise repair might be considered.

9523

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-6-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-0300(5)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80207

2A. COUNTY NAME Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/6/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sandy River (Sleepy Hollow) Bridge Section

11. GENERAL DESCRIPTION OF WORK

One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 11/2/81 you are now authorized to proceed with the subject project in accordance with the provisions of the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. TEC $500,000 Federal Funds $400,000.

RECEIVED
STATE HWY ENGR
DEC 3 '81
REFER TO
FOR
Info Inve [illegible]

14. DATE 11/6/81

15. SIGNATURE OF APPROVING [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

November 6, 1981

Winston Kurth, Assistant Director
Department of Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

ACC

Dear Winston:

SUBJECT: Sandy River (Sleepy Hollow) Bridge
Revised Preliminary Engineering Funding and Costs

We anticipate Federal Highway Administration approval of the proposed joint financing for the subject project, using both Safer Off-System (SOS) Funds and Highway Bridge Replacement (BROS) Funds for the revised preliminary engineering costs.

Accordingly, we estimate the financial sharing of these costs will be:

SAFER OFF-SYSTEM	
Estimated P.E.	$22,000
Less: Federal SOS Funds	18,800
County Share	$ 3,200
HIGHWAY BRIDGE REPLACEMENT	
Estimated P.E.	$12,250
Less: Free Bridge Design to County	10,000
SUBTOTAL	$ 2,250
Less: Federal Funds	1,800
County Share	$ 450
Total County Share of Estimated P.E.	$ 3,650
Less: County Advance Deposit Check rec'd 4-24-78	700
BALANCE DUE FROM COUNTY	$ 2,950

Please submit a check in the amount of $2,950, as a supplemental advance deposit for the balance of the County's share of the revised P.E. costs. Make your check payable to the Oregon State Highway Division, and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Rec'd 11-19-81

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

EH:nf
Attachment

bcc w/AD # 395 Supplemental: Jon Rose, Metro
Vern Skoog - Please return completed AD # 395 Supplemental when advance deposit is received.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS - BROS -0300(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80207

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-6-81

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sandy River (Sleepy Hollow) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change - see below

13. REMARKS

As requested by Mr. Swan's letter of 11-2-81 and PR-9, I approve the program change as follows:

1. Add Appn. Code 117
2. Revise Preliminary Engineering costs to a TEC of $34,250 - Federal funds $28,600. (Increase TEC $12,250 - Federal funds $9,980)
3. Change project number to SOS-BROS-0300(5)

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR
Info | Invt | R/O | D R | Sign | Act | File

14. DATE 11-6-81

15. SIGNATURE OF APPROVING OFFICIAL A. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1523

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 2, 1981 PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80207
Project No. SOS-0300(5)
Sandy River (Sleepy Hallow) Bridge Sec.
Clackamas County

I request your approval of a program change on the subject project to increase the estimated preliminary engineering and construction costs and joint financing as indicated on the enclosed Request for Program Change PR-9 forms. Mr. Terpin's enclosed memo of October 28, 1981 provides justification in regards to the increase in preliminary engineering costs to reflect more accurately the scope of work.

I further request the following:

1) Authorization to proceed with the additional preliminary engineering work at an estimate increase of $12,250 in total cost and $9,800 in federal funds.

2) Authorization, in accordance with Oregons approved Certification Acceptance Plan, for construction at an estimated total cost of $500,000 with an obligation of $400,000 in federal funds with revised financing as follows:

Form 734-3122

	Appn Code	TC	FF	%
P.E.	680	$ 22,000.00	$ 18,800.00	85.8%
P.E.	117	12,250.00	9,800.00	80.0%
Const.	117	500,000.00	400,000.00	80.0%
TOTAL		$534,250.00	$428,600.00	

CL:bkc
Attachments

cc: F.E. Terpin
K. Husby
General Files

Form [illegible] (Rev. 9-71)

Planning File 78-1

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Sleepy Hollow Bridge #1659

Highway: Truman Road

County: Clackamas #3

Date: August 4, 1981

Authorization No.: 2

Survey Prefix: 203-1959 (Assigned by Salem office)

Description of termini, route, length, etc.: Bridge is located over the Sandy River in the community of Brightwood.

Proposed: Concrete structure 32' wide and approximately 162' long. Walkway on westerly side. Realign approaches.

Purpose of survey: State to perform field survey, prepare vicinity map, do bridge design at no cost to the county, perform foundation exploration, prepare contract plans, specifications and estimate.

Prefix 203-1473 was established for "free bridge design to County" - this prefix will no longer be used - use function 927 under this prefix

Estimate of cost: $530,000
Funding: SOS - 0300(5)
Class II, Categorical Exclusion

Hold until [illegible]

Field Survey	(901)	12,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,900
Bridge Design	(906)	100
Preliminary Design	(907)	
R/W Description	(909)	900
Soils & Geology	(910)	350
Traffic	(911)	250
Landscape	(912)	
Liaison R/W	(913)	150
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	2,300
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,200
Administrative Services	(922)	50
Environmental	(923)	50
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	3,800
Seminars & Training	(950)	50
Hearings	(980)	
Personal Leave Time	(960)	
Free Br. Des ~~to~~ Co.	(927)	10,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 13 1981
LOCATION SECTION

Partial ~~Total~~ estimated cost of survey	$ 34,250
Previous authorization (Inc. 5,000 from 203-1473)	22,000
Additional authorization requested	12,250
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval
~~Field Engineer~~
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23606-334

#3587
DSL permit not
renewed 7183

IV

County
file:

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: July 8, 1982

File No: 203-1959

TO: DONALD L. TROUT
Final Project Development Coordinator

Curtis H. Duval

FROM: CURTIS H. DUVAL
Location Manager

SUBJECT: Sleepy Hollow (Sandy River) Bridge
Truman Road County Rd
Clackamas Co.

Attached is the principal river conservation area assessment for the subject project. According to the County, a flood plain development permit is not required.

hw

Attachment

PRINCIPAL RIVER CONSERVATION AREA ASSESSMENT

APPLICANT: Oregon State Highway Division #334

REQUEST: Construction of a replacement bridge across the Sandy River at Sleepy Hollow Road.

REPORT DATE: June 16, 1982

LEGAL DESCRIPTION: T2S, R6E, Section 22

SITE DESCRIPTION: The existing bridge is approximately 18 feet in deck width and spans the Sandy River. The south bank is at approximately 1000 feet in elevation, the north bank is approximately 970 feet in elevation.

The south bank contains a number of relatively large (12 to 18 inch dbh) Douglas Fir trees. The northern bank, lower in elevation, has a predominance of Alder regeneration and scattered Cottonwoods. There is an existing county shop building immediately north of Marmot Road. Immediately south of Marmot Road between the road right-of-way and the Sandy River is an existing single family home. The south bank is nearly vertical. There is existing large angular rock placed at the toe of the north bank to protect supports for the bridge.

REQUESTED ACTION: The applicant proposes replacement and realignment of the bridge. The northern approach will not be realigned; however, the southern approach will be moved to the east approximately 60 feet. In addition, the structure will be widened from approximately 18 feet to 32 feet in width.

The realignment on the south end will require removal of several large fir trees. In addition, there will be approximately 1,000 cubic yards of material removal and 200 cubic yards of material placement. Surplus materials beyond the bank line will be used for roadway approach fill.

The applicant has indicated they intend to grade the disturbed areas to match adjacent lands and seed and mulch is necessary for short term erosion.

APPLICABLE ZONING AND DEVELOPMENT ORDINANCE CONSIDERATIONS

Section 704.03A requires a structural setback of 100 feet from mean low water. There are exceptions provided in 704.04D which states, "Public uses, such as bridge for public roads, shall be allowed within the setbacks stated in subsection 704.03A, provided that adverse impacts were mitigated."

The applicant has stated the project will start in the summer of 1982 and be completed in the summer of 1983.

FINDINGS

1. The proposed project will improve traffic safety conditions.

2. The project will realign the south end of the bridge approximately 60 feet to the east.

MA PDM PDE FFM SBC
ODOT METRO

JUL 6 1982

BM PAR PPC FILE T/A

3. There will be several fir trees removed if the project is implemented.

4. The applicant has proposed grading to match adjacent areas and seeding and mulching if necessary.

5. Projects of this nature are exempted from the standards of subsection 704.03.

CONCLUSIONS:

1. This project, if implemented, will improve public safety at Sleepy Hollow Bridge.

2. This project is consistent with Section 704, Clackamas County Zoning and Development Ordinance.

DECISION

The application is approved with the following conditions:

1. The disturbed areas be seeded with a seed mix containing annual and perennial species as soon as practicable after disturbance considering normal precipitation patterns in the area.

GC:elk
404

DIVISION OF STATE LANDS
1445 State Street
Salem, Oregon 97310
Phone: 378-3059

EM

Date: April 21, 1982

WATERWAY PROJECT
PERMIT REVIEW

Corps Public Notice No. __________ Div. of State Lands No. RF 3587

Applicant: Oregon State Highway Division #334

Please return your comments to the Division of State Lands by: May 12, 1982

Application involves: ( ) Coastal Zone (✓) Fill (✓) Riprap ( ) Easement

(✓) Removal (✓) Structure ( ) Lease

We have reviewed the above Corps Notice/Permit Application and offer the following comments:

- ( ) A PRINCIPAL RIVER CONSERVATION AREA permit is required by this agency.
- ( ) We do not believe the project would have an adverse effect.
- ( ) We believe the effects of this project, although measurable, would be acceptable.
- ( ) We believe the project would be acceptable if methods of construction were altered as listed below.
- ( ) We would attend a conference with the applicant to seek project alternatives.
- ( ) The project is unacceptable as proposed (explained).
- ( ) We have no comment.

Comments:

Based on the information provided, it appears a "Principal River Conservation Area Assessment" will be required. Also, a "Flood-plain Development Permit" may be required, the applicant needs to contact the Planning Division as soon as possible about this matter.

Later informed D.S.L. Floodplain Development Permit not required

Agency CO. PLAN. CLACKAMAS By Larry Naylor Date 5/11/82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-0300(5)

2. STATE PROJECT NO. See below

2a. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80207

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/30/82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION

Sandy River (Sleepy Hollow) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 6/22/82 that provisions of FHPM 7-3-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
JUL 12 82

14. DATE 6/30/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

7523 6-24-82

Section Sandy River (Sleepy Hollow) Bridge Programming Estimate $ 485,000

Highway County Rd. (Truman Rd.) Project Length 0.15 mi.

County Clackamas Completion Time a) ROADWORK thru agg. base & STRUCTURE in 180 CD b) All work in 310 CD

Kind of Work Grading, Paving & Structure Est. Comp. Date June 28, '83

Prefix 203-1959 Letting Date July 22, '82 Project No. S05-BR05-0300(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 421,599^00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	800	
Permanent Pavement Striping	1,400	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		$ 4,150^00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Temporary Protection & Direction of Traffic	1,200	
Seeding or Planting State Limits, Permit Area	750	
Adjust Utilities		
Subtotal		$ 425,749^00
Contingencies (4-1/2%)		19,158^71
Engineering (8, [✓ 9], 10%)		38,317^41
~~Subtotal~~		$
Credit for ______		
Estimated Net Authorization, Construction		$ 483,225^12

APPROVED

cc: Jon Rose 6-22-82

says ok 6-24-82

______
Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: Sandy River (Sleepy Hollow) Bridge	County: CLACKAMAS	Sheet 1 of 2	
Kind of Work: Grading, Paving & Structure	Length: 0.15 mi	Date: 6-18-82	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(10%)	38,000-
	ROADWORK					
2	Clearing and Grubbing		All	All	-	1,000-
3	Removal of Structures and Obstructions		All	All	-	1,000-
4	Embankment in Place		Cu.Yd.	920	5^{50}	5,060-
5	Toe Trench Excavation		Cu.Yd.	550	8-	4,400-
6	Finishing Roadbed and Slopes		All	All	-	1,000-
7	Watering		M-Gal.	50	10-	500-
8	Aggregate Base		Ton	2,050	5^{50}	11,275-
9	Class "B" Asphalt Concrete		Ton	600	30-	18,000-
10	Guard Rail, Type 2A		Lin.Ft.	163	13-	2,119-
11	Guard Rail, Type 3		Lin.Ft.	100	30-	3,000-
12	Guard Rail Anchors, Type 1		Each	4	300-	1,200-
13	Rail End Pieces, Type C		Each	4	85-	340-
14	Rail End Pieces, Terminal Connector		Each	4	100-	400-
15	Extra for Asphalt Approaches		Each	7.3	150-	1,050-
16	Loose Riprap, Class 2000		Cu.Yd.	1,150	15-	17,250-
17	Filter Blanket		Cu.Yd.	150	12-	1,800-

734-1738 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Sandy River (Sleepy Hollow) Bridge
County: CLACKAMAS
Sheet 2 of 2
Kind of Work: Grading, Paving & Structure
Length: 0.15 mi.
Date: 6-18-82
Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
18	Bridge Removal Work		All	All	-	10,000-
19	Shoring, Cribbing, Etc.		All	All	-	7,500-
20	Structure Excavation		Cu.Yd.	700	12-	8,400-
21	Structure Excavation Below					
	Elevations Shown		Cu.Yd.	70	15-	1,050-
22	(275 C.Y. @ $250/C.Y.) Structural Concrete, Class 3300		All	All	-	68,750-
23	(165 C.Y. @ $275/C.Y.) Structural Concrete, Class 4500		All	All	-	45,375-
24	145'/150' Bulb Tee					
	Prestressed Beams		Each	6	20,000-	120,000-
25	Reinforcement (47,000 lbs. @ 0^{50}/lb.)		All	All	-	23,500-
26	Coated Reinforcement (14,500 lbs. @ 0^{75}/lb.)		All	All	-	10,875-
27	Three Tube Steel Railing		Lin. Ft.	341	55-	18,755-

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-0300(-)
Project Name Sandy River (Sleepy Hollow) Bridge Section
Truman Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 27th day of May, 1982

County of Clackamas
BOARD OF COMMISSIONERS

Ralph Groener
~~County Judge~~/Chairman

Commissioner

Stan Skoko
Commissioner

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 6-10-82

Instructions: Complete A or B and C.
R/W File No. ________

9523

April 17, 1981

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 6411

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the replacement of the Sandy River (Sleepy Hollow) Bridge on Truman Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9523 - - 12-80

```
                                   TOT        P1                                      [illegible]           [illegible]
                                   TOT        N1                                        44.12               44.12
                                ** JOB TOTALS **                        **             243.07    **       6,256.97   **

  SLEEPY HOLLOW BR #1659     CONT NO        FA PROJ NOS SOS 300005 100                                            STATE
                                203   1959    296     00 N 9              200.36CR     1,256.50CR         18,401.66CR
                                203   1959    297     00 N 9                                                [illegible]
                                203   1959    298     00 N 9              200.36       1,256.50           17,501.66  ✓
                                203   1959    901     00 P 1  Preliminary E. 29.86        29.86           10,591.26
                                203   1959    905     00 P 1  Final Des.   4.50        1,190.09            2,6[illegible]3.19
                                203   1959    906     00 P 1  Bridge Design                                   [illegible]2.71
                                203   1959    909     00 P 1  R/w desc.                                      885.81
                                203   1959    910     00 P 1  Soils and geology           65.84              311.76
                                203   1959    911     00 P 1  Signing                    150.26              218.74
                                203   1959    913     00 P 1        Pile repair                              124.10
                                203   1959    914     00 P 1  Utility                                          75.11
```

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TOTAL TO DATE JOB COST SUMMARY                                          DECEMBER 1980        PAGE  590
                                                                              FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                203   1959    918     00 P 1                                        2,1[illegible]2.76
                                203   1959    920     00 P 1                                           12.14
                                203   1959    922     00 P 1                          28.41            32.15
                                203   1959    923     00 P 1                                           25.54
                                203   1959    925     00 P 1                                        3,740.59
                                203   1959    926     00 N 1                                           11.15
                                203   1959    [illegible]     00 P 1      34.36                                [illegible]
                                      TOT     P1                34.36         1,464.46          20,864.41
                                      TOT     N1                                                   11.15
                                ** JOB TOTALS **                34.36  **     1,464.46  **      20,875.56 **

  OBJ MRKS-BRDG ENDS CTY-WIDE   CONT NO        FA PROJ NOS PMS 00S078 100                                         STATE
                                203   1966    256     00 N 9                                           71.00CR
                                203   1966    258     00 N 9                                           71.00
                                203   1966    905     00 P 1                                           57.60
                                203   1966    920     00 P 1                                           13.40
                                      TOT     P1                                                       71.00
                                ** JOB TOTALS **                       **              **              71.00  **

  BONNIE LURE PRK BR-DOUGHTY RD CONT NO      * FA PROJ NOS SOS 300007 100                                        STATE
                                203   1978    256     00 N 9                         693.08CR       15,745.17CR
                                203   1978    297     00 N 9                                         2,850.00
                                203   1978    298     00 N 9                         693.08         12,895.17
                                203   1978    901     00 P 1                         150.76          6,011.41
                                203   1978    905     00 P 1                         235.90            969.24
                                203   1978    907     [illegible] 1                                             38
                                203   1978    909     [illegible] 1                             60           1,522.76
                                203   1978    910     [illegible] 1                                         [illegible]
```

1-23

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6

December 11, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item 90077
Project No. SOS-0700(2)
Old Day Creek-Ochoco Hwy. Section
Crook County

I hereby request your approval of a minor program change on the subject project to include the construction phase in the character of proposed work as indicated on the enclosed PR-9 forms.

I further request the following:

1) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $10,000 with an obligation of $8,810 in federal funds.

2) Authorization for construction at an estimated total cost of $239,600 with an obligation of $211,190 in federal funds.

Funds for this project are available from the release in obligation for construction on Project SOS-2100(1) which is being requested under separate action and from Project SOS-0300(5).

CL:bke
Enc.
Reynaldson

This is the SOS money from Sleepy Hollow & Fall Cr Falls' Area Hwy Sec

Form 734-3122

Budget Bureau No. 41-R2068

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Approx. 7.7 mi. E. of Prineville N. 5 mi.	ADT	20 DHV 100	FUTURE ---	YEAR --	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P.E. Leveling Course & Oil Surface.	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S) SOS-	NUMBER-ACR 0700

FOR MISCELLANEOUS FUNDS ONLY

PROJECT NUMBER

CARD

CLASS OF FEDERAL FUNDS [1]: Safer Off-System Roads

COUNTY NAME: Crook

NAME OF URBAN AREA: ---

F.A. SYSTEM: Non

RTE NO.: N

FEDERAL AID: Non

STATE: Co.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST ~~STATE FUNDS~~ Co. Funds	
1	(1)	10	41	42	43 - 46	53									
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section."	5.14	—	—	—	Prel all
										PROJECT TOTAL	5.14	—	—	—	
5					PE ROW CONST		RE-QUESTED REVISION	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section."	5.14 5.14	10,000 239,600	8,810 211,190	1,190 28,410	P.E leve sur
										PROJECT TOTAL	5.14	249,600	220,000	29,600	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ CODE 11

COLUMN 14 →

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To add Construction phase.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: 10-13-78

OTHER: 1-17-79
2-13-79

PROGRAM REVISION REQUESTED

DATE: December 11, 1980

SIGNATURE:

~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer

RECOMMENDED

DATE:

SIGNATURE:

TITLE:

AP

DATE:

SIGNATURE:

TITLE:

[1] revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Rd. Approx. 7.7 mi. E. of Prineville mi. (65)	ADT	20 DHV 100	--- (66) (70)	-- (71) (72)	10 (74) (78)	Oregon	41 (2) (3)	680 (4) (8)	90077 (14) (18)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

RK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST. MI.	DESIG.
rse & (62)	(62) (63)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- (14) (23)	0700 (2) (7) (13)	(24) (26)	(27)

Safer Off-System Roads

COUNTY NAME: Crook

CODE: 013 (14) (16)

F.A. SYSTEM: Non

RTE NO.: N

FEDERAL AID: Non

STATE: Co. Rd. (32) (36)

U.S.: --- (37) (41)

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST ~~STATE FUNDS~~ Co. Funds	CHARACTER OF PROPOSED WORK
93					(54) (58)	(59) (66)	(67) (76)		
	ITEM AS NOW PROGRAMED	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section."	5.14	—	—	—	Preliminary Engineering all phases.
				PROJECT TOTAL	5.14	—	—	—	
	REQUESTED REVISION	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section."	5.14	10,000	8,810	1,190	P.E. all phases, rock leveling course & oil surface.
					5.14	239,600 (16) (23)	211,190 (24) (31)	28,410	
				PROJECT TOTAL	5.14	249,600	220,000	29,600	

submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

or more projects. Prepare a form PR-1 for all such action.

REASON FOR CHANGE:
To add Construction phase.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE December 11, 1980	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

class of project to another, or covers joint financing, show both classes of funds involved.

RE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

Old Dry Creek-Ochoco Highway Section
Project No. SOS-0700(2)

Remarks Continued: Revise the project data to include the construction as follows:

Furnish and place rock leveling course and oil surface to provide two 11-foot travel lanes with three foot gravel shoulders and incidental work common to this type of project.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

December 11, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. SOS-2100(1)
Fall Creek Falls-Alsea Hwy. Section
Lincoln County

I hereby request your approval of a program change on the subject project to delete the construction phase which will result in a release of $187,544 in obligated federal funds.

This action was requested by Lincoln County since the present estimated increase in cost for construction and a decrease in County revenue has resulted in the County being unable to proceed with the construction phase at this time.

We propose to utilize the funds released by approval of this request on the Old Day Creek-Ochoco Hwy. Section Project No. SOS-0700(2) which is being submitted under separate action.

CL:bke

cc: H. Reynoldson
P. Stearns

Form 734-3122

9523

11-13-80

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-0300(5)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, Oregon

PROGRAM NO.

ITEM NO. 80207

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO. Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-19 -
orig

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	11-13-80
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Sandy River (Sleepy Hollow) Bridge Section

GENERAL DESCRIPTION OF WORK:

Withdraw construction phase

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION See below
☒ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-31-80, I approve the withdrawal of the construction phase of the subject project. It has been determined that the structure qualifies for the Bridge Replacement program.

(Decrease TEC $229,200 - Federal funds $196,200)

DATE 11-13-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978 031-088

PRELIMINARY COPY
OCT 28 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

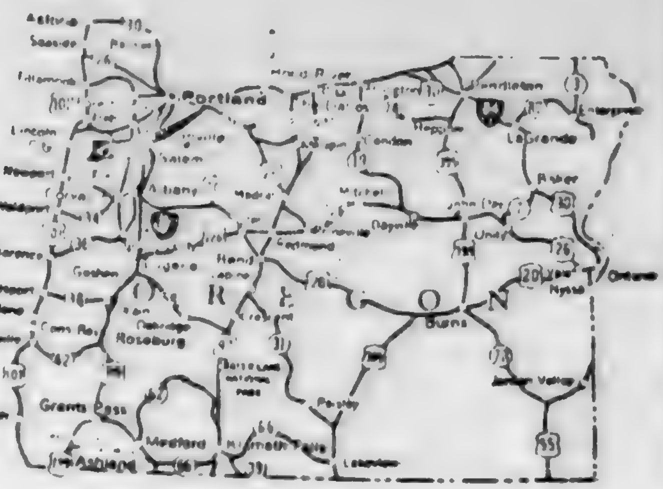
S DY RIVER (SLEEPY HOLLOW) BRIDGE SEC. COUNTY ROAD (TRUMAN RD.) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR (05)

F OREGON
F TRANSPORTATION
IWAY DIVISION

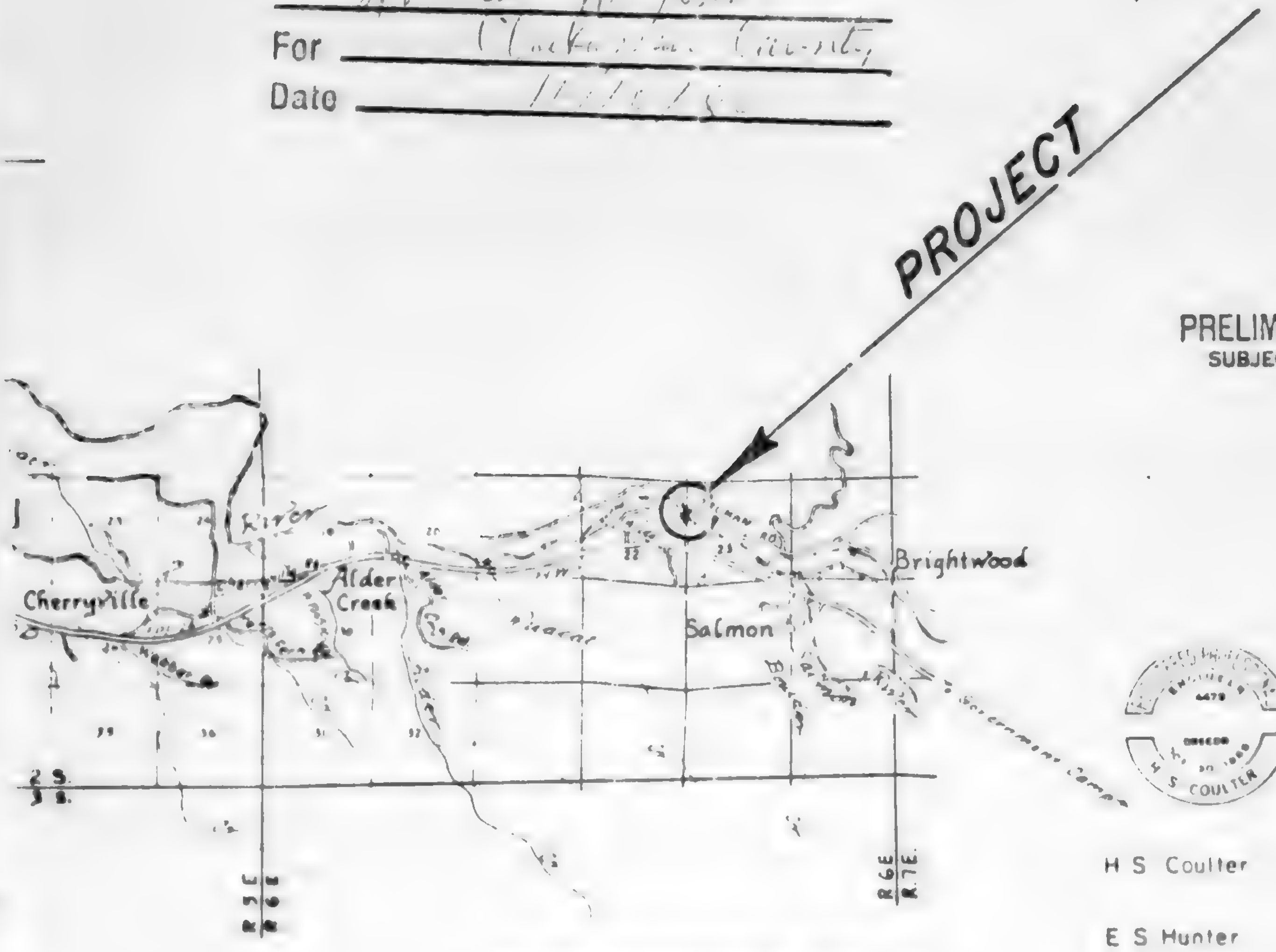
ROPOSED PROJECT

Y HOLLOW) BRIDGE SEC.
D (TRUMAN RD.)
MAS COUNTY


Astoria
Seaside
Portland
Salem
Albany
Newport
Florence
Pendleton
La Grande
Baker
Burns
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Bend
O R E G O N

APPROVED AS NOTED

For Clackamas County
Date [illegible]


PROJECT
Cherryville
Alder Creek
River
Salmon
Brightwood
2 S.
3 S.
R. 5 E.
R. 6 E.
R. 6 E.
R. 7 E.

PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

H S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

9-23

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section:	Sandy River (Sleepy Hollow) Bridge	Date	October 27, 1980
Highway:	County Road (Truman Rd.)	Twenty Year Traffic Coefficient	7.5
County:	Clackamas	18 kip s.a. per day	27.3
Prefix:	203-1959	R value	15
Res. Engr.	R. Cameron	Frost Penetration	- - - -
		CBE Total Requirement	22.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C. (Immediate)	8.0
13.0"	A.B.	13.0
18.5"		24.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.6" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Cement and Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials constructed per the Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO H. S. Coulter
State Highway Engineer

DATE: April 7, 1980

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Cancellation of SOS Project and
Transfer of remaining funds to another project
Clackamas County
From: SOS-0300(5)
To: SOS-0300(7)

Clackamas County is requesting the cancellation of the Sleepy Hollow Bridge over the Sandy River and that the remaining funds be transferred to the Bonnie Lure Park Bridge over Eagle Creek on Doughty Road. Association of Counties has authorized this exchange. Sleepy Hollow bridge was approved by the Transportation Commission on December 15, 1977. The P.E. only for the Bonnie Lure Bridge was approved by the Transportation Commission on October 24, 1978. Clackamas County is going to request the Sleepy Hollow Bridge be replaced with Special Bridge Replacement funds. P.E. on both Sleepy Hollow Bridge and Bonnie Lure Park Bridge is nearly completed.

Jurisdiction	Section	Total Funds	Federal Funds	County Funds
Clackamas Co.	Sandy River (Sleepy Hollow) Br., Construction only - Cancellation	$228,000	$196,200	$31,800
Clackamas Co.	Bonnie Lure Park (Doughty Road) Bridge, Construction Only (by Fund Transfer)	$228,000	$196,200	$31,800

The Region and this office have considered this request, for this exchange, and concur in the matter. I recommend your approval of exchange and request your authorization under delegated authority.

HR:pf
Attachments

D.E. Swan - Please process and update PMS

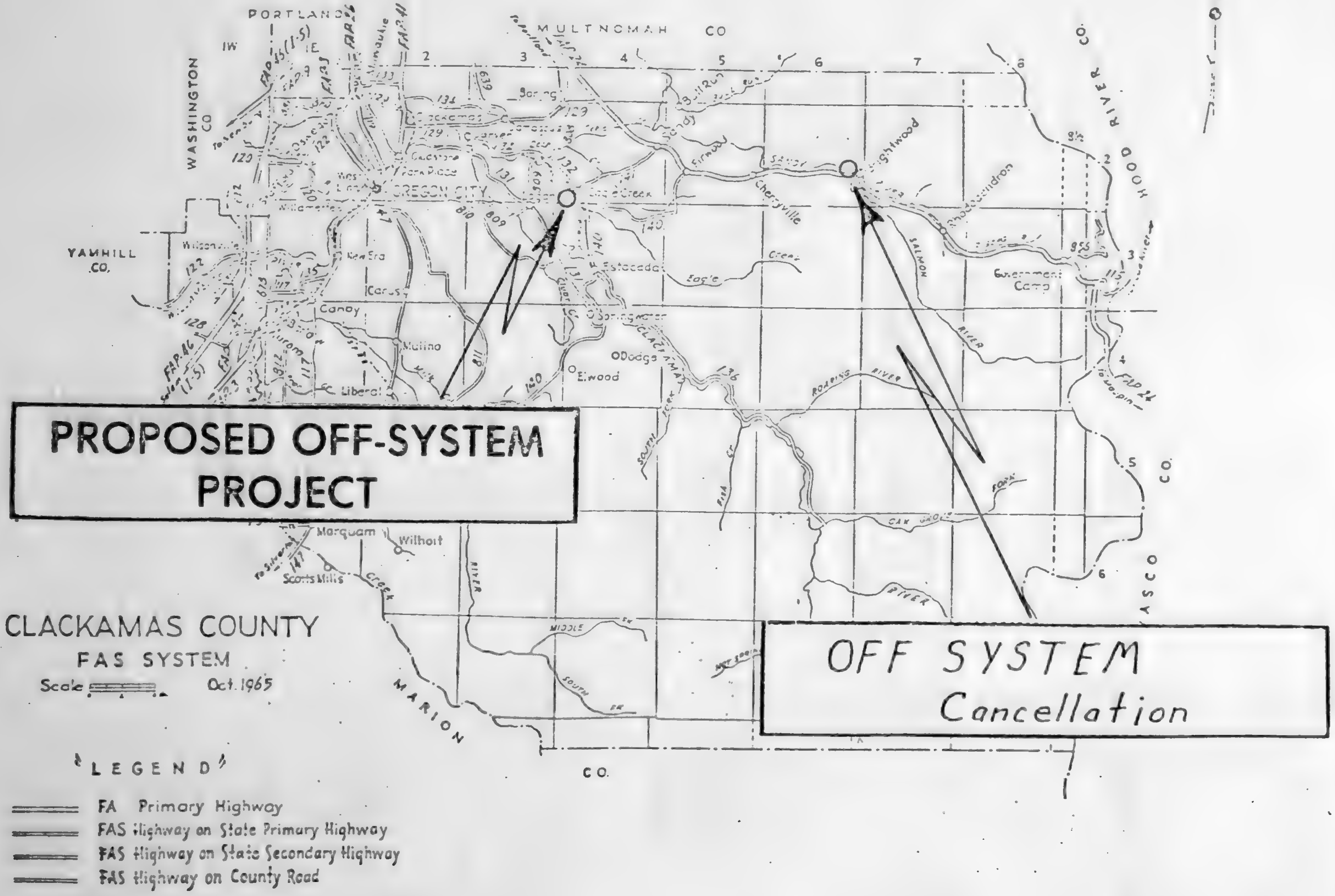
APPROVED BY:

H. S. Coulter
State Highway Engineer

Date April 7, 1980

cc w/Attachment:
F.B. Klaboe ✓
E.S. Hunter
D.H. Moehring
C.T. Keasey
R.L. Schroeder
L.W. Rulien
George Bell
J.H. Versteeg
L.E. George
F.E. Terpin
W.T. Hart
J.B. Boyd
R. Trygstad
G. Potter
D.O. Christensen
J. Sullivan
F.W. Yarbrough
George Wills
Phil Lewellyn
Frank Lowe

Region M: R.N. Bothman
Jon Rose
Ken Rolfe


PORTLAND
MULTNOMAH CO
WASHINGTON CO
YAMHILL CO.
HOOD RIVER CO.
WASCO CO.
MARION CO.
OREGON CITY
Milwaukie
Gladstone
Park Place
West Linn
Willamette
Clackamas
Boring
Sandy
Firwood
Cherryville
Brightwood
Rhododendron
Government Camp
Estacada
Eagle Creek
Springwater
Dodge
Elwood
New Era
Carus
Canby
Mulino
Liberal
Marquam
Wilhoit
Scotts Mills
Wilsonville
Aurora
SALMON RIVER
ROARING RIVER
CLACKAMAS
OAK GROVE FORK
MIDDLE FK
SOUTH FK
FAP 26
FAP 41
FAP 24
FAS
FAP 15 (I-5)
809
810
811
131
132
129
134
639
122
120
147
140
160
136
955

PROPOSED OFF-SYSTEM PROJECT

OFF SYSTEM Cancellation

CLACKAMAS COUNTY
FAS SYSTEM
Scale Oct. 1965

LEGEND
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

9523

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. R. N. Bothman, Administrator
METRO
Attn. Jon Rose

DATE: March 14, 1980

DES 23
Br. 1659A

FROM:
John M. Tindall
Supervising Structural
Design Engineer

SUBJECT:
Sandy River (Sleepy Hollow) Bridge
Truman Road
Clackamas County
Bridge 1659A

On July 3, 1979 the preliminary plan and elevation, vicinity map, and cost estimate for the subject structure was sent to you to obtain the approval of Clackamas County. The estimate assumed that the county would do the grading and paving work.

Recently Earl Mershon of your office contacted us requesting an updated estimate including the grading and paving.

Our present estimate of costs for the proposed project is

Grading and Paving	$ 45,000
Structure	405,000
Engineering and Contingencies	90,000
TOTAL	$540,000

JMT:dh

cc H. A. Schell
Road Design
County-City

[illegible]
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 17 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

DEPT. TELEPHONE

TO: Ken Rolfe
Reg. R/W Supervisor
REGION I

DATE: August 17, 1979

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 50577A & B
Sleepy Hollow Bridge Sec.
Truman County Road
Clackamas County

Attached are two copies each of two revised Option forms covering right of way to be acquired in connection with the Sleepy Hollow Bridge Section of Truman County Road in Clackamas County.

These descriptions have been revised to accommodate right of way negotiations.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of Map 1R-4-691 covering this area and bearing our date of August 16, 1979.

File No.	Name	Area
50577A	Paul L. and Dorothy M. Haight	0.19 ac.
50577B	Marie A. Robinson	450 sq. ft. 960 sq. ft.

AC:nn
Enc. 2 Options, etc.
cc: Ed Hardt/2 prints
Appraisal/1 print
F. Lowe
Title/1 print
A. Riveness/Exhibit
Don Harwell

PROJECT MANAGEMENT BRANCH
[illegible] [illegible]
PLE [illegible] PRE
REFERRED TO N
FOR M
FILE: PM FA LG.

Don H.

EXHIBIT A

File 50577A
Paul L. and Dorothy M. Haight
HRS 8-15-79 1R-4-691

Survey Approval Project
Section: Sleepy Hollow Bridge
Highway: Truman County Road
Non-Throughway

Regardless of statements herein to the contrary, this option is in the name of and for the County of Clackamas. Where the name State is printed it shall mean County.

A parcel of land lying in the SE¼NE¼ of Section 22, Township 2 South, Range 6 East, W.M., Clackamas County, Oregon and being a portion of that property described in that deed to Paul L. and Dorothy M. Haight, recorded as Recorder's Fee No. 68-6868, Film Records of Clackamas County; the said parcel being that portion of said property lying Southwesterly of a line at right angles to the center line of relocated Truman Road at Engineer's Station 100+75 and included in a strip of land variable in width, lying on the Southeasterly side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, said station being 801.43 feet North and 31.16 feet West of the East quarter corner of Section 22, Township 2 South, Range 6 East, W.M.; thence South 50° 54' 55" West 152.62 feet; thence on a 358.10 foot radius curve left (the long chord of which bears South 42° 51' 30" West 100.38 feet) 100.71 feet; thence South 34° 48' 05" West 163.22 feet; thence on a 67.01 foot radius curve left (the long chord of which bears South 4° 04' 25" East 84.12 feet) 90.94 feet; thence South 42° 56' 55" East 17.51 feet to Engineer's center line Station 105+25.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southeasterly Side of Center Line
100+75		101+70	20 in a straight line to 30
101+70		102+20	30 in a straight line to 35
102+20		102+65	35 in a straight line to 50
102+65		102+90	50 in a straight line to 45
102+90		104+00	45

ALSO that portion of said property lying Northwesterly of said center line.

The parcel of land to which this description applies contains 0.19 acre, more or less, outside of the existing right of way.

jmc/

NOTE: Parcel 1 Access Not Controlled .
Parcel 1 0.08 acre, more or less, lies within the Sandy River.

EXHIBIT A

File 50577B
Marie A. Robinson (Paul L. and
Dorothy M. Haight, C.P.)
HRS 8-15-79 IR-4-691

Survey Approval Project
Section: Sleepy Hollow Bridge
Highway: Truman County Road
Non-Throughway

Regardless of statements herein to the contrary, this option is in the name of and for the County of Clackamas. Where the name State is printed it shall mean County.

PARCEL 1

A parcel of land lying in the SE¼NE¼ of Section 22, Township 2 South, Range 6 East, W.M., Clackamas County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the Southwesterly right of way line of Marmot Road with the Northwesterly right of way line of Truman Road; thence Southwesterly along said Northwesterly right of way line 30 feet; thence Northerly in a straight line to said Southwesterly right of way line at a point 30 feet Northwesterly of the point of beginning; thence Southeasterly along said Southwesterly right of way line 30 feet to the point of beginning.

The parcel of land to which this description applies contains 450 square feet, more or less.

PARCEL 2 - A Permanent Easement for slopes.

A parcel of land lying in the SE¼NE¼ of Section 22, Township 2 South, Range 6 East, W.M., Clackamas County, Oregon; the said parcel being described as follows:

Beginning on the Northwesterly right of way line of Truman Road at the most Southerly corner of Parcel 1; thence Southwesterly along said Northwesterly right of way line 90 feet; thence Northwesterly at right angles to said Northwesterly right of way line 10 feet; thence Northeasterly parallel with said Northwesterly right of way line to the Westerly line of Parcel 1; thence Southerly along said Westerly line to the point of beginning.

The parcel of land to which this description applies contains 960 square feet, more or less.

jmc/

NOTE: Parcels 1 and 2 Access Not Controlled.

MA PUM PLE TS SPC
ODOT - METRO
JUL 13 1979
AM PPS
FILE 7/a

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development
Services
Administrator

July 12, 1979

Jon Rose
Federal Aid Specialist
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Due to the escalated estimate for reconstruction of the Sleepy Hollow Bridge, Clackamas County would have to provide $170,000 of 100% County funds to realize this improvement.

Clackamas County requests that the Sleepy Hollow Bridge be funded under the Bridge Replacement program rather than Safer-Off System program. A bridge inspection report will be submitted to Bart Bonney on Sleepy Hollow Bridge for a sufficiency rating within the next two weeks. Clackamas County requests that the Sleepy Hollow Bridge replace the New Era Bridge as the County's next priority bridge under the replacement program.

With the Sleepy Hollow Bridge funded under the replacement program, adequate County funding is available to provide 20% local match.

With SOS funding being released from the Sleepy Hollow Bridge, a request is made to allocate it to the Bonnie Lure Bridge which is in design but unfunded under the SOS program.

Your consideration and approval of this request will be appreciated.

Winston W. Kurth

WINSTON W. KURTH, Assistant Director
Environmental Services

/kj

From Metro JON ROSE | Date 7/18/79
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Clackamas County would like to shuffle funding for the Sleepy Hollow, New Era and Bonnie Lure Park bridges, dropping the New Era bridge for the time being. This will likely delay Sleepy Hollow while a sufficiency rating is established. Please consider this request. Jon Rose

M

Clackamas Co.
N

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. N. Bothman ATTN: Jon Rose
Metropolitan Engineer Federal Aid Engr.

DATE: July 3, 1979

FROM: John M. Tindall
John M. Tindall
Supervising Structural Design Engineer

SUBJECT:
Sandy River (Sleepy Hollow) Br.
Truman Road
Clackamas County
Bridge 1659A

Enclosed are four reduced prints of drawing 34604 and four full-size prints of drawing 34357, which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed is a copy of the foundation report and hydraulic report to be forwarded to Clackamas County.

The vicinity map shows the revised grade line which meets the grade of the existing road on the south side of the river avoiding the excavation and stage construction problems of the originally proposed grade. Slope catches are shown and this information has been given to the Right-of-Way Section. Please have the county review the whole project.

It is our understanding the County will do the grading and paving work. The structure and rip rap will be contracted. The guardrail required can be furnished and stock piled under the contract and installed by the county.

Our present estimate of costs for the proposed contract is as follows:

Structure	$350,000
Engineering & Contingencies	$ 70,000
TOTAL	$420,000
Grading and paving by county	

Please use these prints to obtain the approval of Clackamas County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on December 20, 1979.

JMT:df

cc: H. A. Schell /w/1 set prints, foundation & hydraulic reports
Engineering /w/1 set prints
County-City Unit
Environmental Section (M. Banks) w/1 set prints

RRED TO

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
[illegible]
Wakarlig

RECEIVED
JUL 0 3 1979
ROAD DESIGN SECTION

Do Not File
Return To
[illegible]
Action

81-125-1387

7-3-3

STATE OF OREGON

INTEROFFICE MEMO

DEPT

TELEPHONE

TO: Ken Rolfe
Reg. R/W Supervisor
REGION 1

DATE: June 27, 1979
Salem, Oregon

505

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 50577A, B & C
Sleepy Hollow Bridge Sec.
Truman Road (County Road)
Clackamas County

Attached are two copies each of three original Option forms covering right of way to be acquired in connection with the Sleepy Hollow Bridge Section of Truman County Road in Clackamas County. This contract is scheduled for letting on December 20, 1979.

We understand that this property is to be acquired by Clackamas County.

Please note that we have designated this as a County option. See the last line on page 1 of the option.

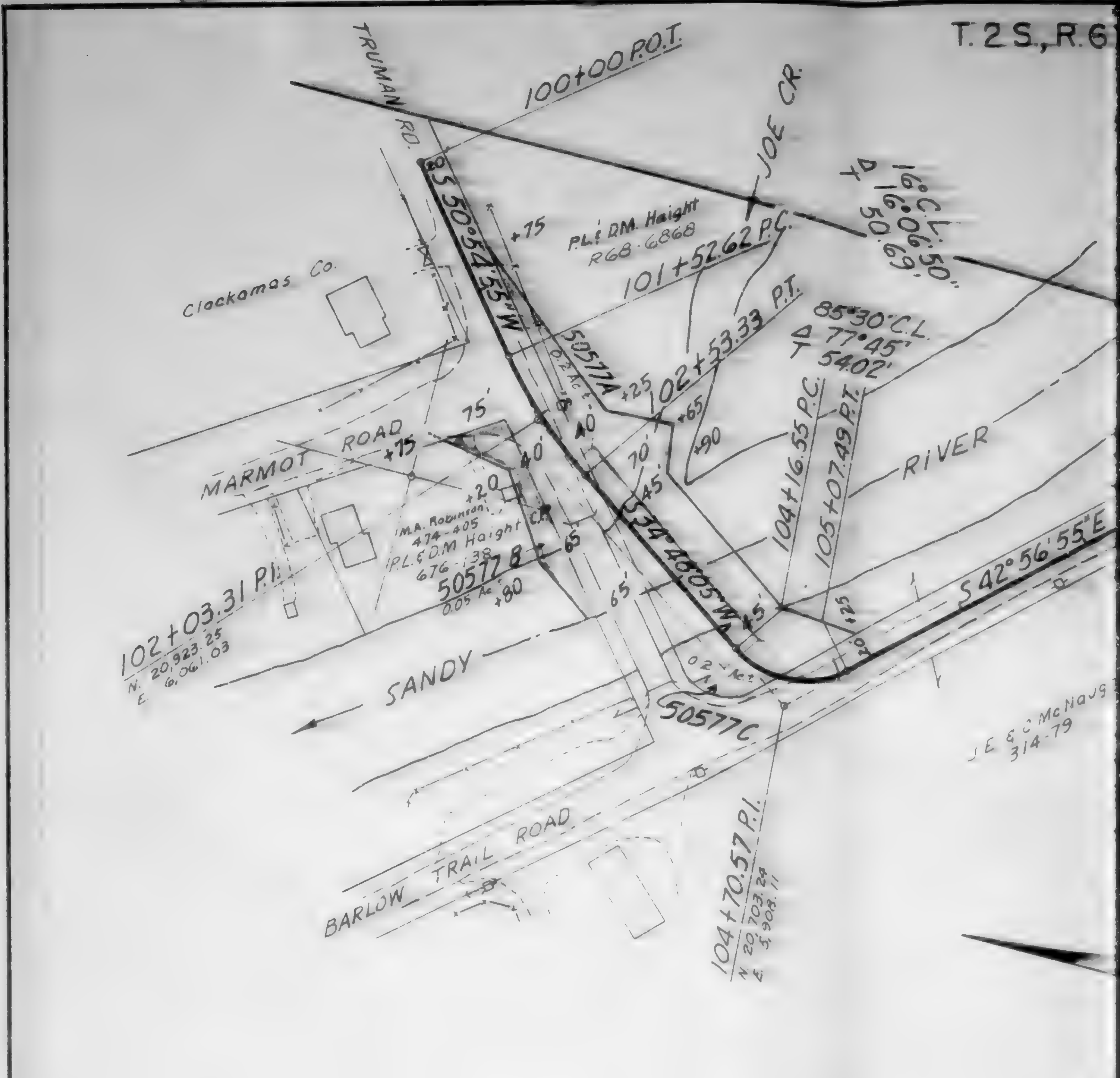
Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of June 25, 1979.

We are attaching three prints of map 1R-4-691 covering this area and bearing our date of June 26, 1979.

File No.	Name	Area
50577A	Paul L. and Dorothy M. Haight	0.2 ac.
50577B	Marie A. Robinson	0.05 ac.
50577C	John E. and Charlotte McNaught	0.2 ac.

AC:nn
Enc. 3 Options, etc.
cc: Ed Hardt/3 prints
Appraisal/1 print & Auth. List
F. Lowe
Title/1 print
A. Riveness/Exhibit
Don Harwell

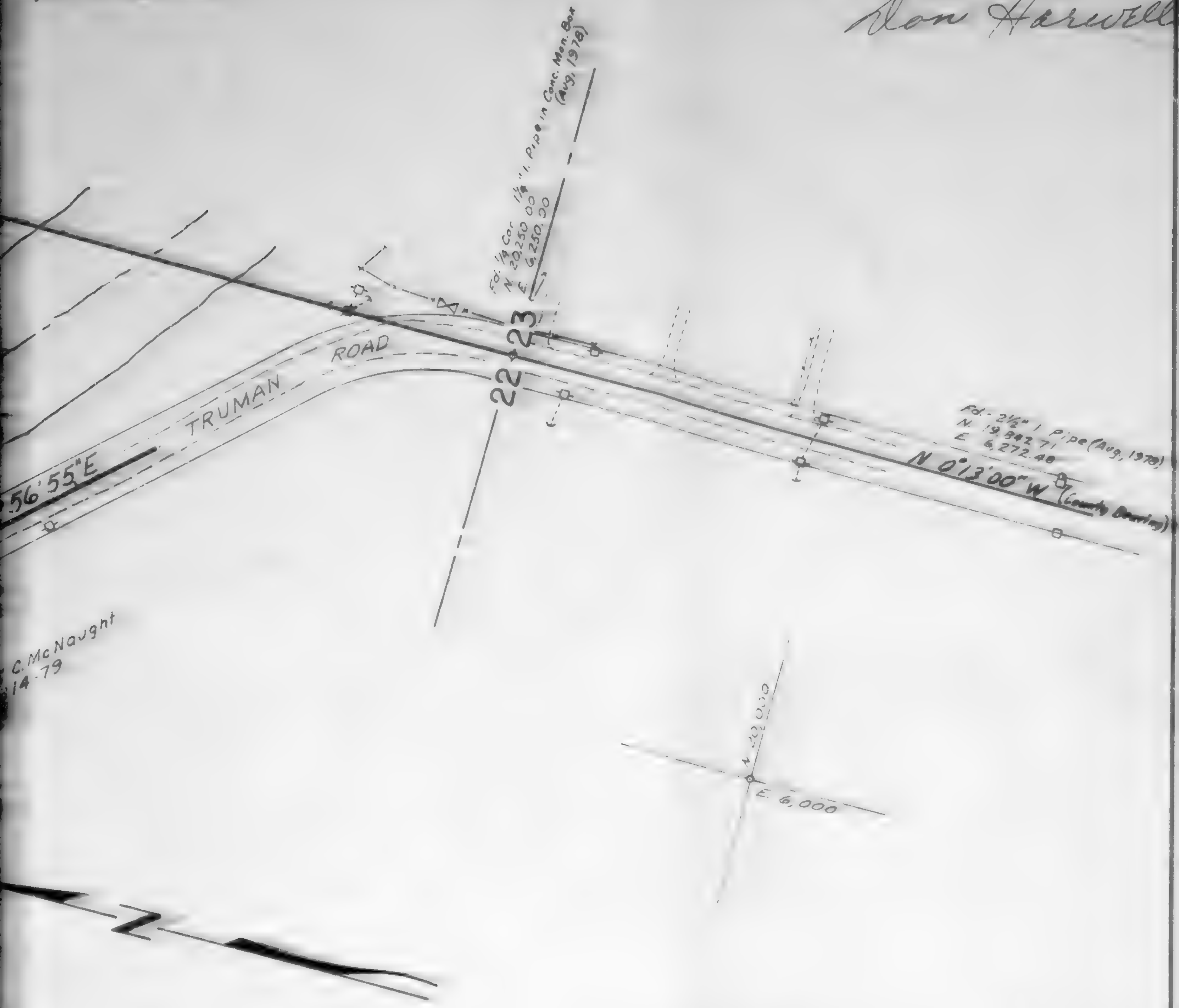
PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
JUN 28 1979
File: PM FA
LG OP
TAA Hal


T. 2 S., R. 6
TRUMAN RD.
100+00 P.O.T.
JOE CR.
16° C.L.
Δ 16°06'50"
T 50.69'
P.L. & D.M. Haight
R68-6868
101+52.62 P.C.
Clackamas Co.
S 50°54'33" W
+75
50577A
0.2 Ac.
+25
102+53.33 P.T.
85°30' C.L.
Δ 77°45'
T 54.02'
+65
+90
75'
40'
40
70'
45'
MARMOT ROAD
+75
+20
M.A. Robinson
474-405
P.L. & D.M. Haight C.R.
676-138
50577 B
0.05 Ac.
+80
65
65'
S 34°46'05" W
104+16.55 P.C.
105+07.49 P.T.
RIVER
102+03.31 P.I.
N. 20,923.25
E. 6,061.03
SANDY
+5
+25
20
0.2 Ac.
50577C
S 42°56'55" E
J E & C McNaug
314-79
BARLOW TRAIL ROAD
104+70.57 P.I.
N. 20,703.24
E. 5,908.11

1R-4-691

S., R.6 E. W.M.

Don Harwell


Fd. 1/4 Cor. 1¼" I. Pipe in Conc. Mon. Box (Aug, 1978)
N. 20,250.00
E. 6,250.00
23
22
TRUMAN ROAD
56'55"E
Fd. 2½" I Pipe (Aug, 1978)
N. 19,882.71
E 6,272.48
N 0°13'00" W (County Bearing)
C. McNaught
14-79
N. 20,000
E. 6,000

County Bearings

OREGON STATE HIGHWAY DEPARTMENT	
Purpose	Right of Way
Section	Sleepy Hollow Bridge
Highway	Truman Co. Rd.
County	Clackamas
Scale: 1" = 100'	Date: March, 1979

Clackamas Co.N

HIGHWAY DIVISION 378-6558

J. B. Boyd
Manager, Right of Way

June 25, 1979

J. H. Versteeg
Road Design Engineer

File 50577 A, B, & C
Sleepy Hollow Bridge Section
Truman County Road
Clackamas County

Attached is an authorization, prints, and three descriptions for the subject project scheduled for December 20, 1979.

Right of way is to be acquired by the County.

ORIGINAL SIGNED BY
By: W. H. WAKERLIG
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

RECEIVED
JUN 25 1979
ROAD DESIGN SECTION

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

Do Not File ☐
Return To___
Bring___/___
Action___

75-23

Clackamas Co.

ROAD DESIGN SECTION 378-6558

Leonard L. Wallace
Bridge Design Engineer

June 14, 1979

Fred Eriksen
Design Engineer Supervisor

Sandy River (Sleepy Hollow) Bridge Section
County Road (Truman Rd.)
Clackamas County

Working with John Tindall and Cliff Page of your Bridge Design Section, we have developed a roadway plan for the new structure location. The attached mylar copy of the vicinity map shows the revised grade line which meets the grade of the existing road on the south side of the river avoiding the excavation and stage construction problems of the original grade.

Slope catches are shown and this information has been given to the Right of Way Section.

When you submit your structure design plan for County approval through Metro, please include our mylar plan so the County can review the whole project.

It is understood the County will do the grading and paving work. The structure and riprap will be contracted. We are assuming the guardrail required will be furnished and stockpiled under the contract and installed by the County.

rw
Attachment

RECEIVED
JUN 14 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christenson
...son
Sullivan
Tarpin
Wakering

Do Not File
Return To
Bring
Action

Form 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 27, 1979

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

TO: FILE

SUBJECT: Sandy River (Sleepy Hollow) Bridge
Truman Road
Clackamas County

The proposed project will replace an existing 164-foot long structure consisting of a 120-foot long pony truss with two 22-foot long approach spans on the northerly end. The proposed structure will be located approximately 30 feet upstream from the existing structure.

HYDROLOGY

The Sandy River is a south-north tributary of the Columbia River and drains an area of approximately 244 square miles above the proposed bridge site. Sixty-seven years of stream gage records are available from gage number 14-1370 which records surface runoff seen at the gage site from an area of approximately 262 square miles. The recurrence interval vs. peak flow relationship for the bridge site is listed below based on a statistical analysis of the gage data using a Log-Pearson Type III distribution. These values have been adjusted to reflect the difference in drainage area between the gage and the bridge.

Recurrence Interval	Peak Flow
100-year	43,400 cfs
50-year	37,800 cfs
25-year	32,400 cfs
10-year	25,500 cfs
5-year	20,300 cfs

The largest flood of record occurred on December 22, 1964. From the available highwater marks near the bridge, it was estimated that the December 1964 flood had a peak discharge of approximately 40,200 cfs (71-year recurrence interval) at the bridge site. Roadway overflow occurred during the 1964 flood across the sag in the northerly road approach. Nearby residents estimated the flow depth to be approximately 1-foot. From available 1964 flood photographs, this road overflow occurs before the river exceeds bankful stage at the bridge site. Apparently the river exceeds bankful stage approximately 3,000 feet upstream and flows through an old channel into Joe Creek which then floods, resulting in the roadway overflow.

HYDRAULIC DESIGN

The December 22, 1964 flood of 40,200 cfs (71-year recurrence interval) was chosen as the design flood.

During the design flood, the flow regime at the bridge site is borderline between subcritical and supercritical. Since supercritical flow better fit the observed flood conditions, it was assumed to be the flow regime for this reach of the river. A negligible amount of backwater is created by the existing structure during the design flood.

It should be noted that after the 1964 flood the two 22-foot end spans were partially closed off to protect the house immediately downstream from being in the direct path of the floodwaters. It is suggested that this same condition be maintained. Also, prior to the 1964 flood, the outlet of Joe Creek was several hundred feet upstream from its present location.

During the 1964 flood, the observed highwater at the existing bridge site was elevation 980.0 feet (MSL). At the proposed bridge site, the design highwater elevation would be approximately elevation 980.3 feet (MSL). It is suggested that the new structure provide a waterway opening below the design highwater of 1,830 square feet. A single span structure with vertical abutments was assumed for the hydraulic design. The structure maintains status quo conditions and creates a negligible amount of backwater. Two feet of drift clearance should be provided. It is also suggested that the existing roadway grade be followed as closely as possible to allow the present roadway overflow pattern to continue.

RIPRAP

Velocities of approximately 22 feet per second are expected through the bridge opening during the design flood. Therefore, it is suggested that the northerly abutment be protected with Class 2000 loose riprap. The riprap should have a toe trench.

DWB:ge

Attach.

cc: Frank Terpin w/att.
Walt Hart "
Jack Davis "
Duane Christensen "
Don Harwell "
Bob Ewen "
Herb Schell "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	40200	43400	40200
Discharge - m^3/s			
Frequency - yrs	71	100	71
H.W. Elevation Natural Channel ft.	980.3	980.9	980.3
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.			
Average Velocity fps	21-22	21.5-22.5	21-22
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Sandy River (Sleepy Hollow) Bridge
Truman Road
Clackamas County

COMPILED BY: *Dave Bryson*
DATE: *April 20, 1979*

7523

TECHNICAL
SERVICES UNIT

MAR 1 1979

DEPARTMENT OF ENVIRONMENTAL SERVICES

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

February 28, 1979

Max Klotz
Department of Transportation
Metropolitan Section
5821 N.E. Glisan Street
Portland, Oregon 97213

A review of the cost estimate of January 25, 1979 on the Sleepy Hollow Bridge Off-System Project Prefix 203-1959 indicates an estimated $38,365 cost over the maximum allowable funds of $250,000.

Please be advised that Clackamas County requests a call for bids on the project and acknowledges County participation to the extent of $38,365 over the authorized funding of $250,000.

Clackamas County reserves the right to reject bids if they exceed the estimated costs of January 25, 1979.

Winston W. Kurth
WINSTON W. KURTH, Assistant Director
Environmental Services

/kj

To Rob Cameron
for including in project file
MJK

7523

SLEEPY HOLLOW BRIDGE #1659
Truman Road
Clackamas County
Prefix: 203-1959

January 9, 1979

NARRATIVE REPORT — R. R. CAMERON, RESIDENT ENGINEER

This is a survey requested by Clackamas County for the purpose of replacing an existing structure. The bridge has deteriorated to the point that weight restrictions have been imposed.

While the 1964 flood did not directly damage the bridge appreciably, the resulting changes in river flood flow characteristics have been detrimental. A creek channel (Joe Creek) enters the Sandy River immediately upstream on the easterly side. Normal flow of this creek is minimal. During flood conditions it intercepts upstream river overflow. The increased creek flow alters the river current characteristics and there is evidence of erosion on the westerly river bank. Residents of the easterly downstream area state that this same current alteration erodes their property.

According to residents of the area, the channel of Joe Creek was altered by the flood of 1964 and was reconstructed at its present location during flood repairs. Prior to 1964 the Joe Creek channel outlet was several hundred feet upstream from the present location.

It is the proposal of this office to relocate the easterly bridge end upstream approximately 20 feet and the westerly bridge end upstream approximately 60 feet. This would minimize possible damage from flood-caused erosion.

The initial cost estimate of this office exceeded available funding. It is the proposal of Clackamas County that only structure removal, new structure, and riprap comprise the contract items. Grading, paving, etc. to be performed by county forces and funded separately. Required right-of-way to be obtained by the county.

lh

Sleepy Hollow Bridge
Truman Road
Clackamas County

Prefix 203-1959

QUANTITY SUMMARY & COST ESTIMATE

Date: January 25, 1979

ec.	Item	Unit	Quantity	Unit Price	Amount	
110	Mobilization (8%)	All	Lump Sum		17,800	
111	Temporary Signs	Sq Ft	154	6.00	924	
	Temporary Barricades Type III	Each	6	80.00	480	
200	Clearing & Grubbing	All	Lump Sum			By Others
202	Removal of Structures & Obstructions	All	Lump Sum		10,000	
203	General Excavation	Cu Yd	400			By Others
22	Finishing Roadbed & Slopes	All	Lump Sum			By Others
233	Watering	M Gal	30			By Others
304	Aggregate Base	Cu Yd	880			By Others
403	Class 'B' Asphalt Concrete Mixture	Ton	416			By Others
	Asphalt Cement in Mixture	Ton	30			By Others
407	Asphalt in Tack Coat	Ton	3			By Others
500	Structure (35' x 180')	Sq Ft	6,300	33.00	207,900	
606	Guardrail Type 2A	Lin Ft	200			By Others
	Guardrail Type 3	Lin Ft	100			By Others
	Guardrail Anchors Type 2	Each	4			By Others
	Guardrail End Pieces Type C	Each	4			By Others
	Extra for Guardrail Bridge Connection	Each	4			By Others
620	Loose Riprap Class 2000	Cu Yd	160	20.00	3,200	
					240,304	
	Additional Anticipated Items					
	Permanent Signing					By Others
	Rermanent Striping					By Others
	Engineering & Contengencies (20%)				48,060	
	TOTAL				288,365	

[illegible]

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sleepy Hollow Bridge
Highway Truman Road
County Clackamas

Date Nov. 9, 1978, 19
Authorization No. 1
Survey Prefix 203-1473 (Assigned by Salem office)

Description of termini, route, length, etc.: Bridge over Sandy River in Brightwood

RECEIVED
/ 14 1978
ACCTG. CONTROL

Purpose of survey: Prepare Plans for Concrete Structure

Estimate of cost: Bridge Design (ONLY) 906 5,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 5,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:

P.L. Carstensen, Field Engineer
Costs & Records Spec.

Recommended for Approval:

Regional Engineer

Recommended for approval:
Frank E. Perkin, Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23604-734

MC 14

N M

[illegible]

OREGON STATE HIGHWAY [illegible]ISION

Form 81-736-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
Bd. of Comm.
Courthouse

Oregon City, OR 97045

Attention of Mr. John McIntyre
Dir. of Pub. Wks.

Request No. (assigned by staff engineer or head of section) cc 1883

Date August 28, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: PE Advance Deposit $700

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$200	
		To be transferred to State Hwy. funds for the PE for the Sandy River (Sleepy Hollow) Bridge SOS-0300(5) Covered by agreement # 6409 (AD 395)		$500

If payer has made payment for this service, indicate the amount of payment $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $700

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 203-1959

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
Director

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

PROJECT MANAGEMENT
PME ☐ ✓ CCE ☐
LGE ☑ FAE ☐
APR 2 8 1978
File: PM FA
LG
TAA Holmes ✓
Beyond Time

MA PDM PDE TSE SPC
ODOT - METRO
APR 26 1978
AM PPS
FILE T/A

April 24, 1978

Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

ATTN: Jon Rose
Federal Aid Engineer

SUBJ: Sleepy Hollow Bridge Replacement
Federal Aid Project SOS-0300(5)

Clackamas County, in its agreement with the State for the replacement of Sleepy Hollow Bridge, had agreed to do the preliminary engineering. Our work load in the Engineering Department is such that it will be difficult for us to accomplish this work before September of this year. I have discussed with Rob Cameron the possibility of his crews being able to do the work, and he advised me that they could possibly do it this Spring.

I would, therefore, request that the preliminary engineering for the Sleepy Hollow Bridge be accomplished by the State Highway Department and that the funds allotted to Clackamas County for preliminary engineering be transferred to the Department. If this request creates any problems, please contact me and we will reschedule our work load.

WINSTON W. KURTH - County Engineer

By R R Wich

R. R. WICHMAN - Chief Engineer

/rn

From Metro Jon Rose	Date 4/24/78
To ~~Gerry Wimer~~	
[✓ Program Mgmt.] Traffic Region 1	
Comments: Metro would be glad to do PE on this as expected. Will this [illegible] modification to the agreement [illegible] we will [illegible] supplemental agreement [illegible] ! [illegible] .	

C.C. D.E. Swan
Walt Hart
C.I. Keasey
General files Agree # 6409 OK
Jon Rose
Dick Hacek

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -0300(5)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80207

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 3-24-78

DATE AUTHORIZATION EFFECTIVE 3-24-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Rd.

GENERAL LOCATION:
"Sandy River (Sleepy Hollow) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work and archeological salvage
☐ OTHER (Specify)
TEC NTE $22,000
Fed. funds $18,800

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
As requested in Mr. Swan's 3-10-78 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $229,000 Federal funds $196,200 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

DATE 3-24-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80207
Project No. SOS-0300(5)
Sandy River (Sleepy Hollow) Bridge
Clackamas County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including preliminary engineering by utility forces and archeological salvage at an estimated total cost of $22,000 with an obligation of $18,800 in federal funds.

(2) Authorization for construction at an estimated total cost of $229,000 with an obligation of $196,200 in federal funds.

DL:ljt
Att.

cc: Max Klotz, Metro
Jon Rose, Region 1
Harold Reynoldson

STATE PE [illegible] $3,000
ADV. OPER $700
NJ 395

M

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80207
Project No. SOS-0300(5)
Sandy River (Sleepy Hollow) Bridge
Clackamas County

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(2) Authorization for construction at an estimated total cost of $229,000 with an obligation of $196,200 in federal funds.

CL:ljt
Att.

cc: Max Klotz, Metro
Jon Rose, Region 1
Harold Reynoldson

STATE PE COSTS $5,000
ADV. SER. $400
SD 395

M

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

March 10, 1978

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2		Co. Rd.; Truman Rd. 1-1/2 mi NW of Brightwood	ADT	DHV 40 400	N/A	98	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	PROJECT NUMBER NUMBER
3	P.E.; One bridge								SOS-	0300

CARD			
	CLASS OF FEDERAL FUNDS: Safer Off-System Roads	COUNTY NAME: Clackamas	
	NAME OF URBAN AREA: ---	ROUTE NO. N FEDERAL-AID: Non	STATE: Co. Rd. U.S.: -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.03	22,000	18,800	---	3,200 (Co.)
5					ROW							
5					CONST (CODE) X081		"Sandy River (Sleepy Hollow) Bridge Sec."	0.03	229,000	196,200	---	32,800 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	0.03	251,000	215,000	---	36,000 (Co.)
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R206/1; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

March 10, 1978

LOCATION (43 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd.; Truman Rd. 1-1/2 mi NW of Brightwood		DHV 40 400	N/A	98	10	Oregon	41	680	80207

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
								SOS-	0300	(5)		

afer Off-System Roads

COUNTY NAME Clackamas CODE 005

ROUTE NO. N FEDERAL-AID Non STATE Co. Rd. U.S. -

PROGRAM STAGE ☐ 1 OR ☐ 2

YPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Sandy River (Sleepy Hollow) Bridge Sec."	0.03	22,000	18,800	---	3,200 (Co.)	ROW - 60' normal; Access Control-none; Parking Restrictions- none.
			0.03	229,000	196,200	---	32,800 (Co.)	
	CL	PROJECT TOTALS	0.03	251,000	215,000	---	36,000 (Co.)	

DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

SANDY RIVER (SLEEPY HOLLOW) BRIDGE SEC.

PROJECT NO. SOS-0300(5)

Existing Facility:

Roadway --- 32' AC surface

Structure --- Sleepy Hollow Bridge #1659; 120' steel pony truss with
timber pile approach spans, overall length 162', HC 18.9'.
Presently posted for 20 ton load limit.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces and archeological salvage.

(2) Remove existing structure and construct, on existing alignment, a 162' prestressed concrete bridge with horizontal clearance of 32' and a 4' sidewalk on one side, grade and pave approach roadways and install guardrail. Adjustments of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action conc
on February 10, 1978.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Not required under

(b) Location/Design--Not a factor in the d
project.

Note: This project is in Congressional Distr

PY HOLLOW) BRIDGE SEC.

300(5)

:

2' AC surface

Sleepy Hollow Bridge #1659; 120' steel pony truss with timber pile approach spans, overall length 162', HC 18.9'. Presently posted for 20 ton load limit.

: Same as existing roadway facilities.

rk under this project consists of the following:

engineering all phases including preliminary engineering orces and archeological salvage.

ing structure and construct, on existing alignment, a sed concrete bridge with horizontal clearance of 32' and k on one side; grade and pave approach roadways and install Adjustments of utilities as required.

rports, Railroads, Water Developments, Historical and s: None involved.

ements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on February 10, 1978.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Not required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

9523

February 8, 1978

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6409

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Sandy River (Sleepy Hollow) Bridge Section of Truman Road in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm
Attachment

bc Don Harwell (Agreement attached)

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

PROJECT MANAGEMENT
PME ☐ GCE ☐ CM ☐
LGE TAE ☐ ☐
JAN 30 1978
TAA Holmes ✓ File: PM FA LG OP

January 23, 1978

MA PDM PDE TSE SPC
ODOT - METRO
JAN 25 1978
AM PPS FILE T/A

Mr. Jon Rose
Federal Aid Engineer
Department of Transportation
Metropolitan Section
5821 N. E. Glisan Street
Portland, Oregon 97213

Regarding the Bull Run Bridge Design requested from the Oregon State Highway Department, please be advised that Clackamas County is scheduling the field work for a vicinity map at the bridge site location to be accomplished in March of 1978.

I would appreciate it if you could arrange a meeting between the Project Engineer and our field crews prior to the March starting time in order to determine the type and extent of field information that will be necessary for this bridge design.

Also, please find enclosed three (3) executed copies of the agreement relating to Sleepy Hollow Bridge to be constructed under the Off-Systems Program. A return of a fully executed copy for County files will be appreciated.

Also, enclosed please find a check for $4,620.00 which represents Clackamas County's match for the preliminary engineering effort on the three Safer Off-Systems Roads, Naef Street, Boardman Avenue and Vineyard Avenue.

JOHN C. McINTYRE - Director of Pu

By Winston W. Kurth

WINSTON W. KURTH - County Enginee

/rn

Encls.

To: Gerry Wimer
Date JAN 26, '78
From: Jon Rose, METRO
(Program Mgmt.) Traffic Region 1
Comments: Here is the agreement for Sleepy Hollow Bridge replacement under the SOSR program. This has been signed by Clackamas County officials, has the approval of the Metro Engineer and is forwarded for processing.
Jon Rose
cc Region I

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Sleepy Hollow Bridge #1659 Date 1/19/78
Highway Truman Road Community of Brightwood County Clackamas

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name None
Water development in the area? None
Recreation areas Summer Home Area
Historical areas None

Roadway: no. lanes two paved shoulders? none
pavement width 19ft on existing structure

Structures: MP description
2 lane deck width 19ft length 120ft steel pony truss
present load limit 20 ton

Signals: location None

Descriptions of adjacent sections

East end: 2 lanes paved, paved width 22ft with 4ft gravel shoulders
West end: "T" Intersection normal road width 20ft paved no shoulder

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

PROPOSED PROJECT

Safer Off System Roads Program

xxxx (County) Clackamas

Date 7-11-75

Location:

ON: Truman Road (37005) Sleeply Hollow Bridge No. 1659

From:

To:

Please Attach Map

Project Description: Replacement of Sleepy Hollow Brdige No. 1659 over Sandy River

Current Situation: Narrow 18.9 foot roadway on 120 foot steel pony truss center span with three timber pile bent approaches for a total of 162 feet. A 20-ton load limit posted in 1968 due to excessive damage caused by logging trucks requiring the trucks to detour up to 4.5 miles.

ADT* 400 (Increases during summer recreational season)

Posted Speed Not Posted

197_ Accidents Damage to bridge caused by rear overhang of illegally loaded truck traffic crossing bridge

Expected Benefits: Replacement of this structurally deficient and functionally obsolete bridge would reduce the haul distance for truck traffic by 3.5 to 4.5 miles. Sight distance at Sleepy Hollow Road would be increased.

Method of Construction:

☒ Contract

☐ State Forces

☐ Local Forces**

Estimated Cost $ 250,000.00

*Average Daily Traffic

**Please attach six signed ORDER FOR FORCE WORK with Maps.

Replacement of Sleepy Hollow Bridge

No. 1659

Sleepy Hollow Bridge over the Sandy River is located in Section 22, T2S, R6E, W.M. The existing bridge 162-foot structure consists of 3 timber pile bent approaches and a 120-foot steel pony truss center span. The bridge now needs sandblasting and painting with evidence of deck damage that also will require repair in the near future.

This originally designed H-15 structure has a 20-ton load limit assigned due to damages to the bridge caused by logging trucks. The damage is a result of the narrow 18.9 foot roadway coupled with restricted turning radii on the west end of the bridge. Currently logging trucks are prohibited from using this bridge and all trucks over 20 tons make a detour of 3.5 to 4.5 miles.

The average daily traffic is 400 vehicles with seasonal fluctuations much higher during the summer. A wide variety of people use this bridge including county maintenance trucks less than 20 tons, cattle trucks, fishermen, hunters, campers, tourists, and local residents.

The proposed new structure also would be 162 feet long with a continuous concrete deck 32 feet wide poured on top of precast concrete "T" beams. In addition, New Jersey type barrier parapet would border the traffic lanes with a pedestrian walkway attached to the downstream side including hand railing on the side of the walkway opposite of traffic.

A new structure would be of great benefit to the many logging companies operating out of the south end of Bull Run. This is a long-term logging operations of an estimated 20 years. This fact, along with perpetual use by the County maintenance station adjacent to the bridge would substantially increase the A.D.T.

Right-of-Way and Utility Requirements

Sleepy Hollow Bridge Replacement

There are currently no utilities that would be substantially effected by constructing the new bridge. Portland General Electric power lines and Continental Telephone Co. lines run overhead at the bridge crossing on a slight angle over the upstream side of the bridge. PGE pole No. 354 at the southeast end of the existing structure may have to be moved if preliminary engineering indicates that it must be moved to widen the approach to the bridge from the east side

The current right-of-way width on Truman Road is 60 feet. No additional right-of-way will be needed for the project as presently conceived unless the actual survey indicates otherwise.

Form (Rev. 9-71)

SOS 0020

78-1

REGON STATE HIGHWAY DIVISION

MAR 29 1978

AUTHORITY FOR SURVEY

Fh ction Sleepy Hollow Bridge #1659

Highway Truman Road (SOSR)

County Clackamas (Community of Brightwood)

Date January 12, 1978

Authorization No. 1

Survey Prefix 203-1959
(Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge is located over Sandy River in the community of Brightwood.

Proposed:

Concrete structure 32' wide and approximately 162' long. Walkway on westerly side. Realign approaches.

Purpose of survey:

County to perform field survey and preliminary plans.

State to monitor PE, review field plans, perform foundation exploration, prepare contract plans, specifications and estimate.

SOS-0300 (5)
3-21-78

Cat. III N. M.
SOSR

		Estimate of Cost
Field Survey	(901)	300
Citizen Participation	(902)	
City or County	(903)	12,000
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	5,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	700
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	3,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 22,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Robert T. Ewen

. T. Ewen, Metro Location Engineer

ecommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

Recommended for Approval:

Francis E. Pespin
Location Engineer

Approved:

SP*23604-734

M

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART I. GENERAL INFORMATION

A. Project Identification:

Date December 16, 1977

Section Sleepy Hollow Bridge No. 1659

Unit (if appl)

County Clackamas

City

Highway Truman Road (26002)

State Hwy. No.

Termini: M.P.(if appl) Sleepy Hollow Rd.-Marmot Rd.

Length 162 feet

Region I/METRO

Construction Estimate $250,000 (SOSR)
Program Amount

B. Purpose of Project:

To replace the existing, structurally deficient, obsolete bridge (18.9 feet wide) with a new structure 32 feet wide. This will improve traffic flow through the area by reducing travel distances for heavy vehicles and improving the turning radii of the adjacent intersection.

C. Origin & History of Project:

The bridge was constructed in the early 1900's and has been damaged by high water and accidental impacts from logging trucks turning at the T-intersection at the west end of the bridge. The concrete footing abutments at the southwest end have been broken away and now lie in the river bed. The posted load limit is now 20 tons.

D. General Description of Project:

Would replace the existing 18.9 x 162-foot bridge with a precast "T" beam span of 32 x 162 feet. Would have a walkway 4 feet wide with a New Jersey type barrier separating it from the travel lanes. Guardrails to protect bridge abutment ends.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. ____ ; Parking No

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. ____ ; Parking No

Traffic: Existing Facility: Existing ADT 400 ; Projected ADT 600-750 ; Yr. 2000

Existing Level of Service A

Proposed Facility: Projected ADT 600-750 ; Yr. 2000

Projected Level of Service A

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels ________
Yes, No

Existing right-of-way is 60 feet wide and is sufficient for project.

Acres ________; Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local Clackamas County or commercial material sources will be used for the relatively small amounts required.

Type of Structure(s):

The new bridge would be 32 feet wide, 162 feet long, and would be constructed with precast concrete T-beams and a continuous, poured in place concrete deck. Curved guardrails would be installed at the bridge approaches to prevent damage to abutments.

Brief Description of River or Stream and Type of Involvement, if any:

Removal and replacement of bridge abutments and footings would temporarily disturb the stream banks, which consist of layers of silts, gravels and boulders, slightly cemented.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No build: would allow the increasing hazards of a deteriorating structure to continue. Effective repair of the southwesterly abutments of the existing bridge would be difficult, and probably unfeasible. Vehicle weight limits would remain at 20 tons or less.

Other Descriptive Information or Comments:

The new structure would benefit logging operations in the south end of Bull Run and would improve service to the county maintenance station located just northeast of the bridge. It would also provide better service to the rural residential area on the north side of the river.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The Sandy River is the principal drainage from the south and west faces of Mt. Hood and collects the Zigzag and Salmon Rivers before reaching the project area. The river's gradient in the project area is approximately 40 feet per mile. Despite this steep gradient, the channel is braided in some areas because the valley bottom is quite wide and resistant. The surrounding mountains rise quickly from the valley floor.

Soils consist of stony loams and sands of the Aschoff and Multorpor Associations.

Local vegetation is dominated by mixtures of Red Alder, Douglas fir. This river basin is main winter range available to deer and elk in the Mt. Hood corridor, but this value is being lost to development and to harassment by free-ranging dogs and off-road vehicles. The Sandy River carries significant runs of winter and summer steelhead, Spring Chinook and Coho.

2. Cultural:

Summer homes and recreational residences are scattered along the local roads. The roads carry residential, logging and recreational traffic. A County road maintenance station is located just northeast of the bridge.

The low volumes of traffic have an insignificant effect on air quality and noise levels, though the occasional heavy trucks do create contrasting noise levels in this otherwise quiet setting.

Low-hanging telephone end electric lines cross the T-intersection and the river along the upstream side of the bridge. A private water line passes beneath the northeasterly end of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None anticipated

2. Estimated Impact on Traffic Patterns:

Traffic would be detoured 3.5 - 4.5 miles during construction. Heavier vehicles, including logging and construction vehicles could resume use of this river crossing once it is replaced.

Consequences--Air Quality, Noise, Safety, etc.:

Resumption of truck travel across the bridge would slightly increase noise levels at the bridge. A net reduction of noise in the area would probably result due to reduced trip lengths once the new bridge is in place. Safety of the T-intersection and bridge would increase. Air quality would be unaffected.

3. Estimated Impact on Land Use:

No significant impacts anticipated

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some increases in turbidity may occur briefly during the construction. Since most of the fines in the river banks consist of sands, they will settle and filter out rapidly.

Consequences:

Insignificant impacts on fish runs. The Department of Fish and Wildlife recommends that in-water work be restricted to the period between July 15th and August 31st.

5. Expected Impact on Cultural and Scenic Resources:

No significant impacts anticipated. Pedestrian safety will be improved with with addition of the walkway.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

A. Water quality - coordinate construction with Fish and Wildlife Department.
B. River bank protection - ensure erosion control.

7. Potential for Controversial Issues:

No significant controversy anticipated. Change in truck traffic patterns may be of concern to some.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflicts expected.

b. Noise Standards

No net increases in noise levels are expected, following construction.

c. Water Quality Standards

Impacts on water quality will be minimal and temporary. Erosion and siltation control measures will be taken.

d. Area Land Use and Transportation Plans, and Zoning

The project is consistent with present and projected land uses and the Clackamas County Comprehensive Plan.

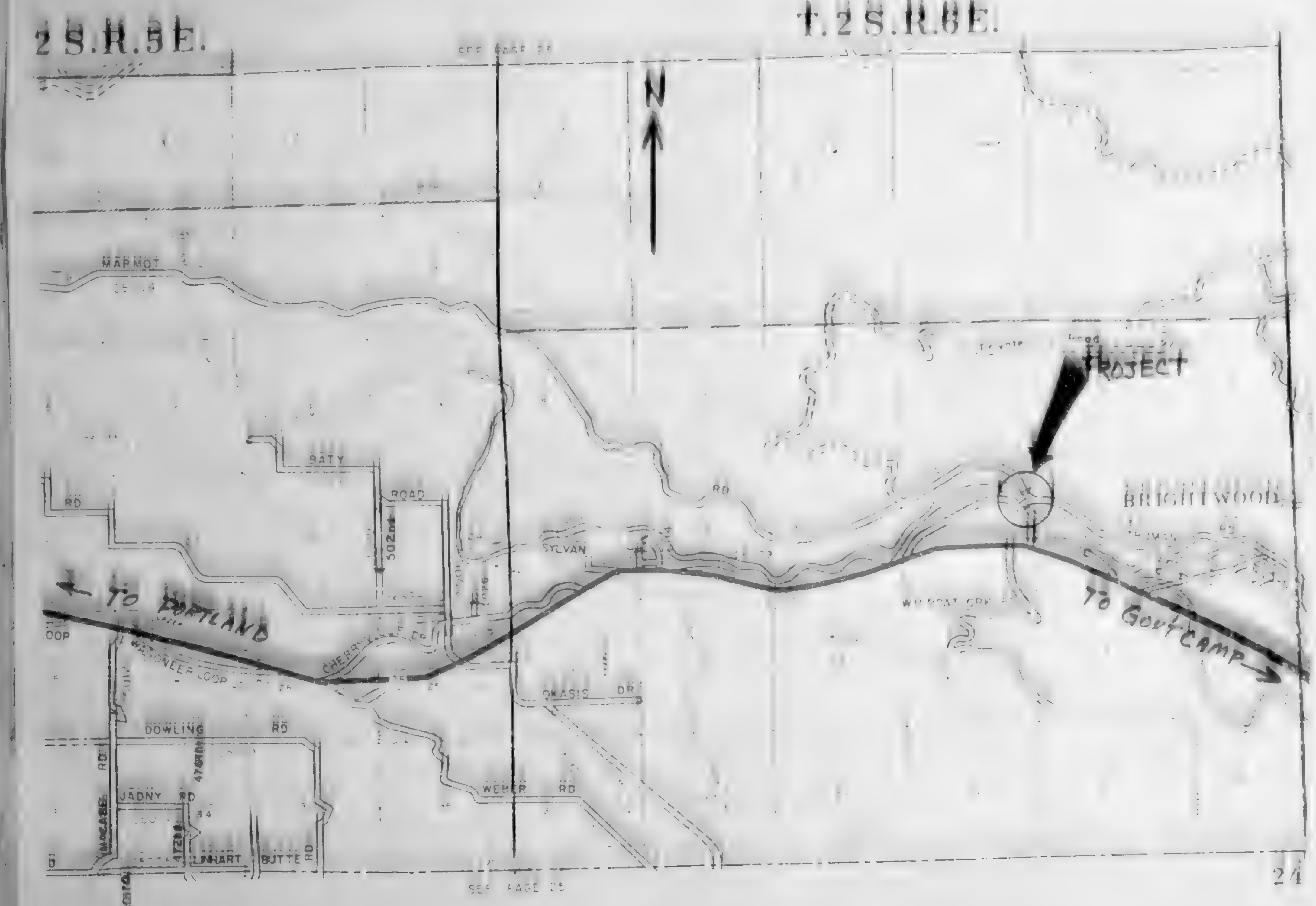
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		----NON-MAJOR ACTION----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project is not of a scale which could be classified as major; there are no significant impacts anticipated and no right-of-way is required. The processing of a negative declaration or EIS is therefore not required.

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4


2 S.R.5E.
T.2 S.R.6E.
SEE PAGE 23
N
MARMOT
BATY
RD
ROAD
502nd
SYLVAN
RD
Private Road
PROJECT
BRIGHTWOOD
← TO PORTLAND
TO GOV'T CAMP →
WILDCAT CRK
CHERRY DR
PIONEER LOOP
LOOP
OKASIS DR
DOWLING RD
WEBER RD
JADNY RD
MC CABE
RD
476th
472nd
LINHART
BUTTE RD
350th
SEE PAGE 25
24

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: [illegible] Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-F Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-F projects. These projects are divided into three groups and are summarized as follows:

GROUP I—PORTLAND URBANIZED AREAS

Nine requests totaling $[illegible] have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $[illegible], Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $[illegible] project.

GROUP II—CITIES UNDER 50,000 POPULATION

Requests totaling $[illegible] have been received [illegible] eight cities. [illegible] Junction's request is for [illegible], Depoe Bay — $[illegible], Florence — $[illegible], [illegible] — $[illegible], [illegible] — $[illegible], [illegible] — $[illegible], [illegible] — $[illegible], [illegible] — $[illegible].

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County -- $251,000, Columbia County -- $250,000, Douglas County -- $270,000, Harney County -- $100,000, Klamath County -- $165,000, Morrow County -- $102,000, and Union County -- $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lmj

bcc: R. A. Bunco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Beil

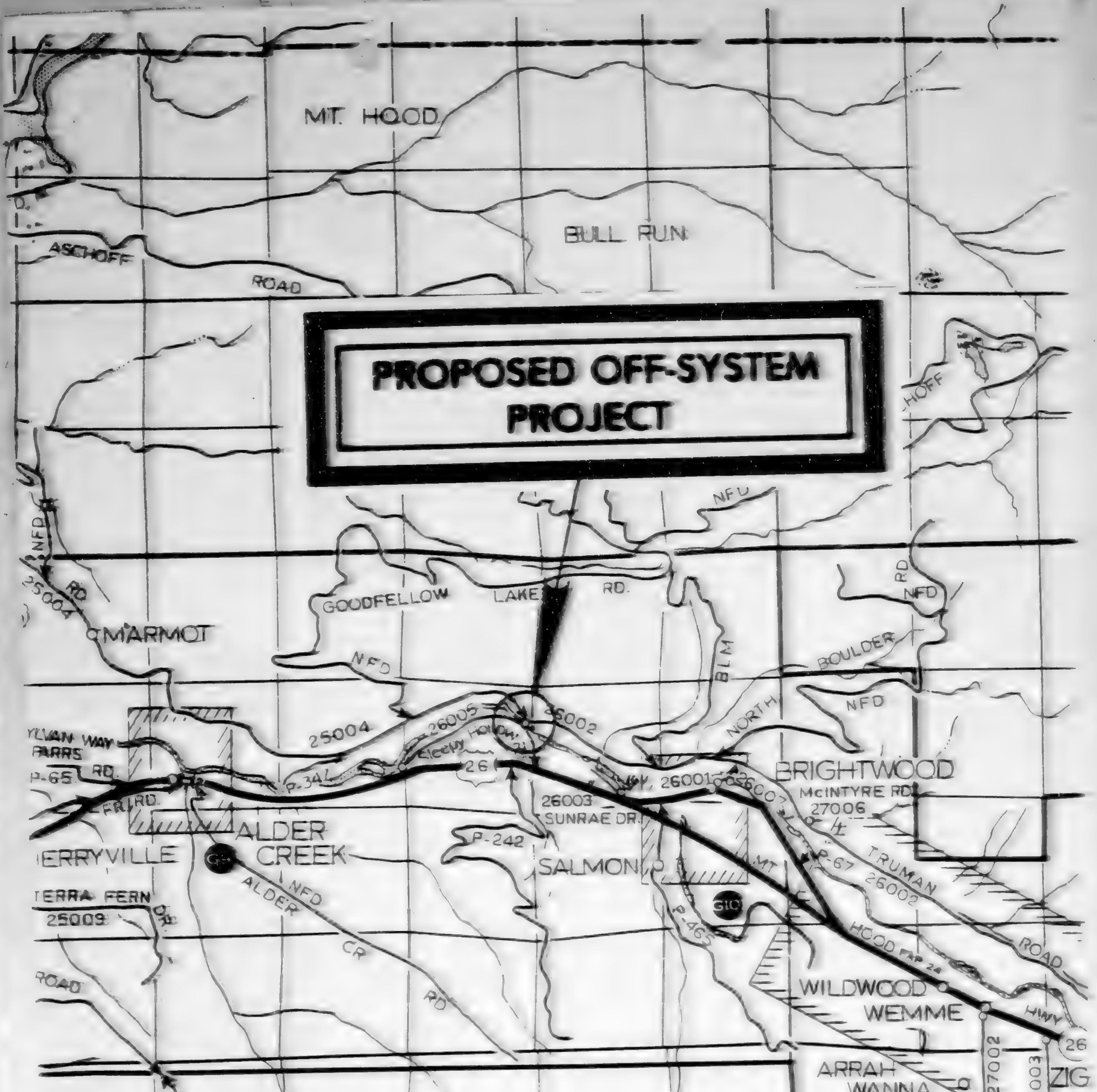
CLACKAMAS COUNTY
Proposed SOS-R Project

Sandy River (Sleepy Hollow) Bridge
Grade, Pave and Structure
$251,000

This project consists of replacing the structurally deficient bridge across the Sandy River on Truman Road with a concrete structure of modern design. Approaches will be constructed as a part of the contract work.

County will perform the field survey and prepare bridge vicinity maps. State will perform all other preliminary engineering and supervise construction of the project.

77-b
12/1/77


PROPOSED OFF-SYSTEM PROJECT
MT. HOOD
BULL RUN
ASCHOFF
ROAD
HOFF
NFD
25004
RD
MARMOT
GOODFELLOW
LAKE
RD.
NFD
BLM
BOULDER
NFD
NORTH
26005
Sleepy Hollow
26002
25004
YLVAN WAY
FARRS
RD.
P-65
P-34
26
26001
26007
BRIGHTWOOD
McINTYRE RD.
27006
ALDER
CREEK
ERRYVILLE
26003
SUNRAE DR.
P-242
SALMON
MT
P-67
TRUMAN
26002
TERRA FERN
25009
DR.
NFD
ALDER
CR
RD
P-465
HOOD
FAP 24
ROAD
ROAD
WILDWOOD
WEMME
HWY
26
ARRAH
WANNA
27002
27003
ZIG
NFD
WELCHES
WELCHES
RD
NFD
TAWNEY
37010

7523

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

SOS-0300(-)

PART I. GENERAL INFORMATION

A. Project Identification:

SANDY RIVER (SLEEPY HOLLOW) BR.

Date January 5, 1977

Section Sleepy Hollow Rd.-Marmot Road

Unit (if appl)

County Clackamas

City

Highway Truman Road (26002)

State Hwy. No.

Termini: M.P. (if appl) Sleepy Hollow Rd.-Marmot Rd.

Length 162 feet

Region I/METRO

Construction Estimate $250,000 (SOSR)
Program Amount

B. Purpose of Project:

To replace the existing, structurally deficient, obsolete bridge (18.9 feet wide) with a new structure 32 feet wide. This will improve traffic flow through the area by reducing travel distances for heavy vehicles and improving the turning radii of the adjacent intersection.

C. Origin & History of Project:

The bridge was constructed in the early 1900's and has been damaged by high water and accidental impacts from logging trucks turning at the T-intersection at the west end of the bridge. The concrete footing abutments at the southwest end have been broken away and now lie in the river bed. The posted load limit is now 20 tons.

D. General Description of Project:

Would replace the existing 18.9 x 162-foot bridge with a precast "T" beam span of 32 x 162 feet. Would have a walkway 4 feet wide with a New Jersey type barrier separating it from the travel lanes. Guardrails to protect bridge abutment ends.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. ____; Parking No

Proposed: No. Lanes 2; Med. 0; Shldrs. ____; Parking No

Traffic: Existing Facility: Existing ADT 400; Projected ADT 600-750; Yr. 2000

Existing Level of Service A

Proposed Facility: Projected ADT 600-750; Yr. 2000

Projected Level of Service A

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Existing right-of-way is 60 feet wide and is sufficient for project.

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local Clackamas County or commercial material sources will be used for the relatively small amounts required.

Type of Structure(s):

The new bridge would be 32 feet wide, 162 feet long, and would be constructed with precast concrete T-beams and a continuous, poured in place concrete deck. Curved guardrails would be installed at the bridge approaches to prevent damage to abutments.

Brief Description of River or Stream and Type of Involvement, if any:

Removal and replacement of bridge abutments and footings would temporarily disturb the stream banks, which consist of layers of silts, gravels and boulders, slightly cemented.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No build: would allow the increasing hazards of a deteriorating structure to continue. Effective repair of the southwesterly abutments of the existing bridge would be difficult, and probably unfeasible. Vehicle weight limits would remain at 20 tons or less.

Other Descriptive Information or Comments:

The new structure would benefit logging operations in the south end of Bull Run and would improve service to the county maintenance station located just northeast of the bridge. It would also provide better service to the rural residential area on the north side of the river.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The Sandy River is the principal drainage from the south and west faces of Mt. Hood and collects the Zigzag and Salmon Rivers before reaching the project area. The river's gradient in the project area is approximately 40 feet per mile. Despite this steep gradient, the channel is braided in some areas because the valley bottom is quite wide and resistant. The surrounding mountains rise quickly from the valley floor.

Soils consist of stony loams and sands of the Aschoff and Multorpor Associations.

Local vegetation is dominated by mixtures of Red Alder, Douglas fir. This river basin is main winter range available to deer and elk in the Mt. Hood corridor, but this value is being lost to development and to harassment by free-ranging dogs and off-road vehicles. The Sandy River carries significant runs of winter and summer steelhead, Spring Chinook and Coho.

2. Cultural:

Summer homes and recreational residences are scattered along the local roads. The roads carry residential, logging and recreational traffic. A County road maintenance station is located just northeast of the bridge.

The low volumes of traffic have an insignificant effect on air quality and noise levels, though the occasional heavy trucks do create contrasting noise levels in this otherwise quiet setting.

Low-hanging telephone end electric lines cross the T-intersection and the river along the upstream side of the bridge. A private water line passes beneath the northeasterly end of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   None anticipated

2. Estimated Impact on Traffic Patterns:

   Traffic would be detoured 3.5 - 4.5 miles during construction. Heavier vehicles, including logging and construction vehicles could resume use of this river crossing once it is replaced.

   Consequences--Air Quality, Noise, Safety, etc.:
   Resumption of truck travel across the bridge would slightly increase noise levels at the bridge. A net reduction of noise in the area would probably result due to reduced trip lengths once the new bridge is in place. Safety of the T-intersection and bridge would increase. Air quality would be unaffected.

3. Estimated Impact on Land Use:

   No significant impacts anticipated

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   Some increases in turbidity may occur briefly during the construction. Since most of the fines in the river banks consist of sands, they will settle and filter out rapidly.

   Consequences:

   Insignificant impacts on fish runs. The Department of Fish and Wildlife recommends that in-water work be restricted to the period between July 15th and August 31st.

5. Expected Impact on Cultural and Scenic Resources:

   No significant impacts anticipated. Pedestrian safety will be improved with with addition of the walkway.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:
   A. Water quality - coordinate construction with Fish and Wildlife Department
   B. River bank protection - ensure erosion control

7. Potential for Controversial Issues:
   No significant controversy anticipated. Change in truck traffic patterns may be of concern to some.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans

   No conflicts expected

   b. Noise Standards — The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation, if necessary, is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

   c. Water Quality Standards

   Impacts on water quality will be minimal and temporary. Erosion and siltation control measures will be taken.

   d. Area Land Use and Transportation Plans, and Zoning

   The project is consistent with present and projected land uses and the Clackamas County Comprehensive Plan.

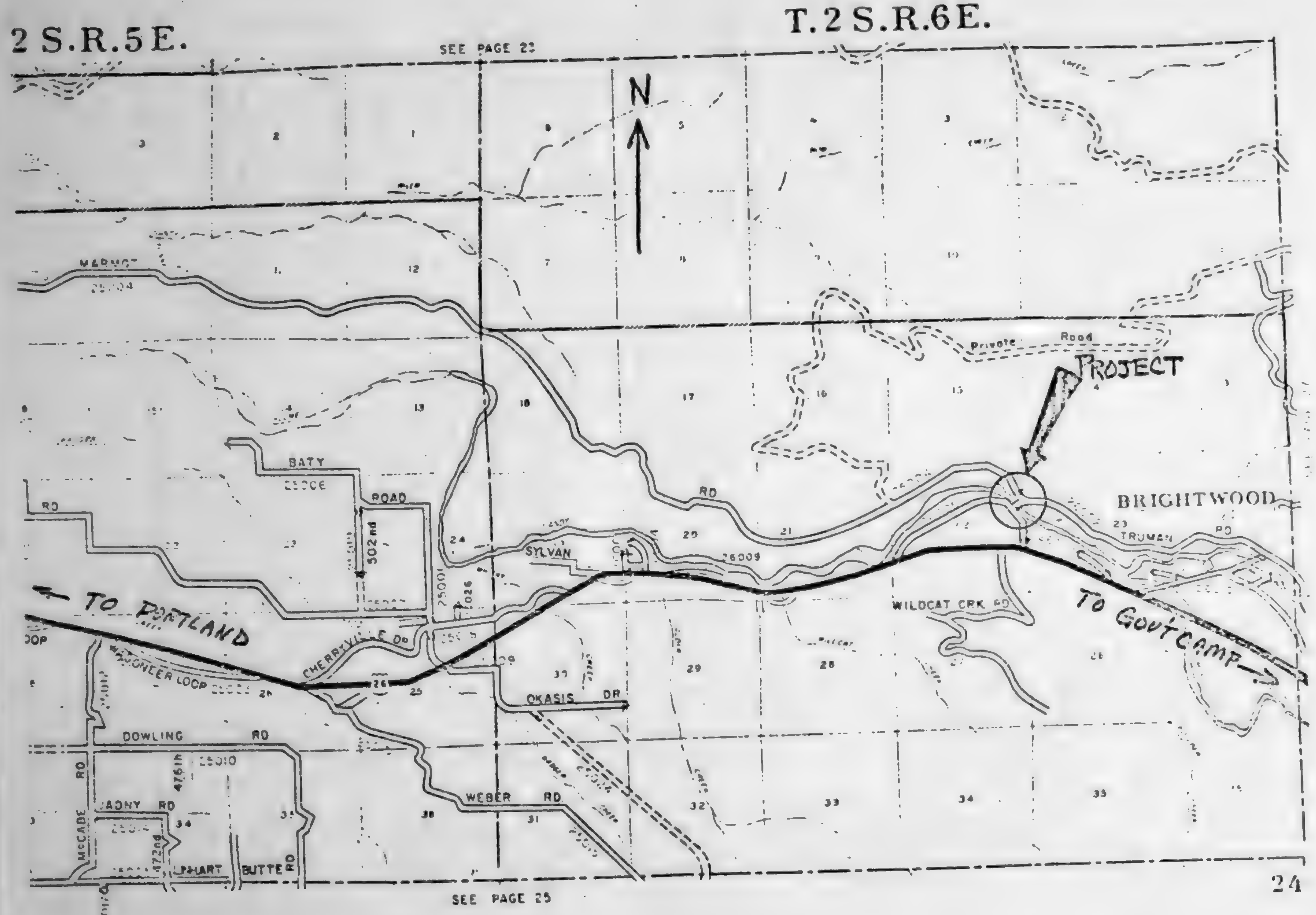
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project is not of a scale which could be classified as major, there are no significant impacts anticipated and no right-of-way is required. The processing of a negative declaration or EIS is therefore not required.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


2 S.R.5E.
T.2 S.R.6E.
SEE PAGE 23
N
MARMOT
BATY
ROAD
502nd
RD
← TO PORTLAND
PIONEER LOOP
CHERRYVILLE DR
26
SYLVAN
25009
RD
Private Road
PROJECT
BRIGHTWOOD
TRUMAN RD
WILDCAT CRK RD
To Govt CAMP →
OKASIS DR
DOWLING RD
476th
472nd
WEBER RD
McCABE
LADNY RD
BUTTE RD
SEE PAGE 25

9523

SOSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie
September 10, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: SOSR PROJECT REQUEST
Sleepy Hollow Bridge
Clackamas County

TO: GEORGE HOPKINS
Local Government Programs Engineer

Here is a request from Clackamas County for an SOSR project to replace a bridge near Brightwood. Several months ago Clackamas County requested Section 230 TitleII funds to replace this bridge, but we denied the request at that time because there had never been a reported accident and therefore there appeared no hazard to correct. The County's transmittal letter refers to a project for safety work on 242nd Avenue, indicating the Sleepy Hollow Bridge project is to be substituted for that one. I see no connection between the two since the safety project, although not eligible under Section 230, could qualify under Section 209 if other requirements were met. There is some question about it, but it isn't dead yet.

Region I would recommend that the Sleepy Hollow Bridge project be inserted in the list of projects to be considered against other State-wide projects when its time comes up.

Attachments

cc: Bob Bothman W/Attachments

RECEIVED
COUNTY & CITY SECTION
SEP 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
SEP 13 '76
REFER TO:
FOR
Info
Investigate
R/D
Action
File
Letter
See me

9523 7-76

Replacement of Sleepy Hollow Bridge

No. 1659

Cost Breakdown

Structure:

1.	Length of Bridge X Width of Bridge X $37.50/sq.ft.	=	Estimated Cost
2.	162 feet X 32 feet X $37.50/sq. ft.	=	$194,400.00
	Estimated Total	=	$194,400.00

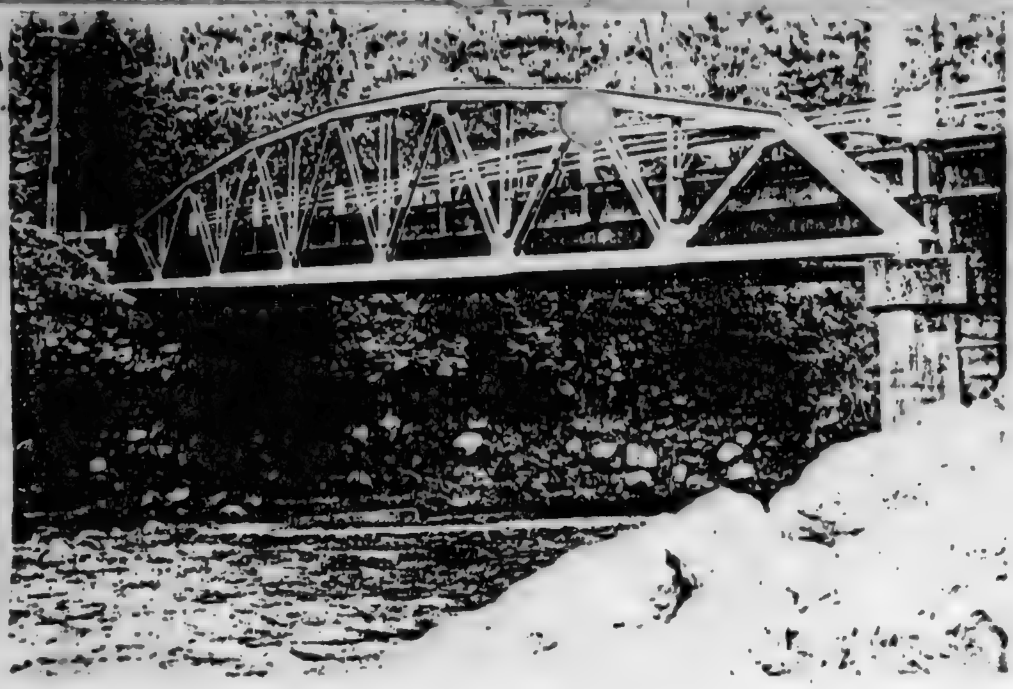
Engineering:

1.	Field Survey	=	$ 3,500.00
2.	Site Plan	=	$ 1,000.00
3.	Right-of-way Investigation	=	$ 1,500.00
4.	Utility Co-ordination	=	$ 500.00
5.	Environmental and Hearings	=	$ 3,000.00
6.	Soils Investigation	=	$ 2,500.00
7.	Preliminary Design	=	$ 800.00
8.	Planning	=	$ 500.00
9.	Traffic	=	$ 500.00
	Estimated Total	=	$ 13,800.00

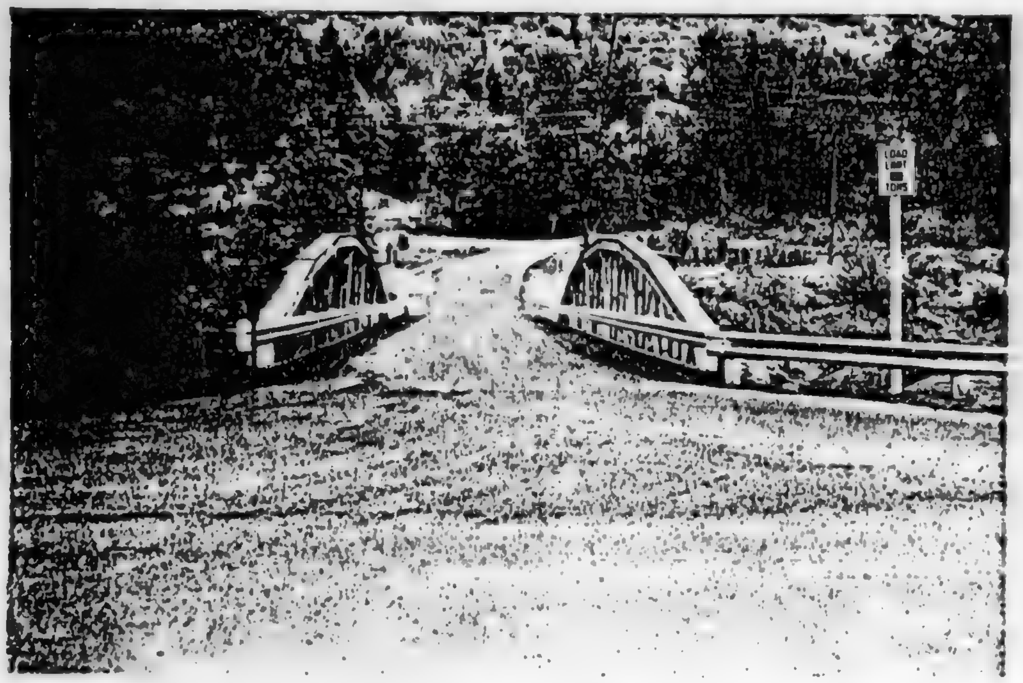
Approach Realignment and Construction Materials:

1.	Pit Run Fill (State Spec.) 475/cu. yds. @ $2.50/cu.yd.	=	$ 1,187.50
2.	Base Rock (State Spec.)200/cu. yds.@ $3.50/cu. yd.	=	$ 700.00
3.	Finish Rock (State Spec.) 50/cu. yds. @ $4.00/cu. yd.	=	$ 200.00
4.	Asphalt (State Spec.) 85 tons @ $25.00/ton	=	$ 2,125.00
5.	Rip Rap 500/cu. yds. @ $3.00/cu. yd.	=	$ 1,500.00
6.	Guardrail, posts and blocks 325 lineal ft. @ $8.00/lin.ft.		$ 2,600.00
7.	Pavement Markings, signing, and Delineators Lump Sum	=	$ 500.00
	Estimated Total	=	$ 8,812.50

Clearing and Grubbing	$ 3,000.00
Excavating and Filling	$ 10,000.00
Rough Grading	$ 2,000.00
Finish Grading	$ 2,000.00
Paving	$ 6,000.00
Guard Rail Installation	$ 2,000.00
Rip-Rap (placement around piers and banks)	$ 8,000.00
Traffic Control Installation	$ 1,000.00
Estimated Total	= $ 34,000.00
Estimated Total Project Cost	= $251,012.50



LKG N.W. FROM EAST BANK OF RIVER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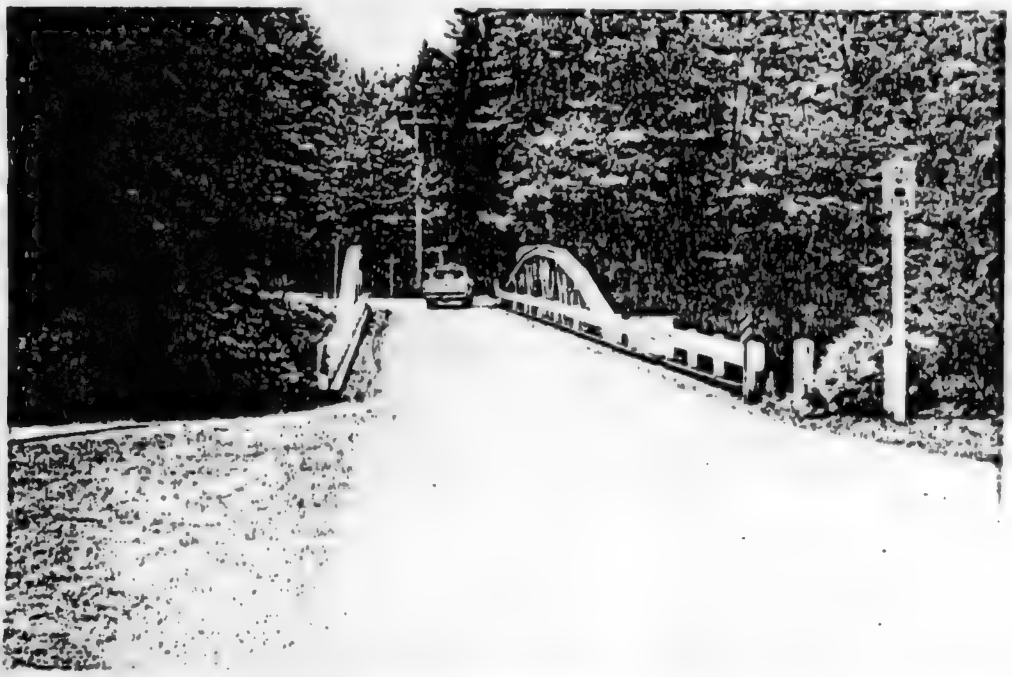
TONS

LKG EAST



LKG WEST

LOAD
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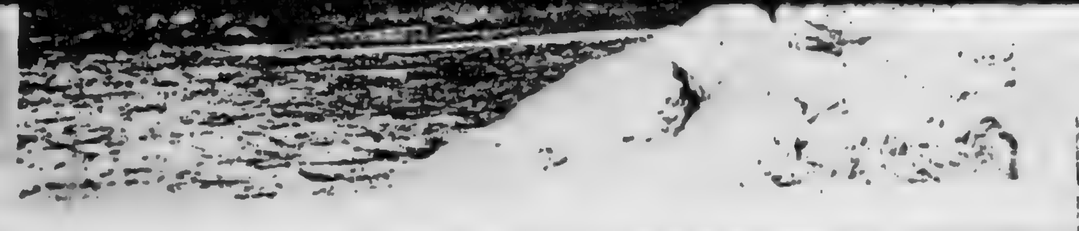
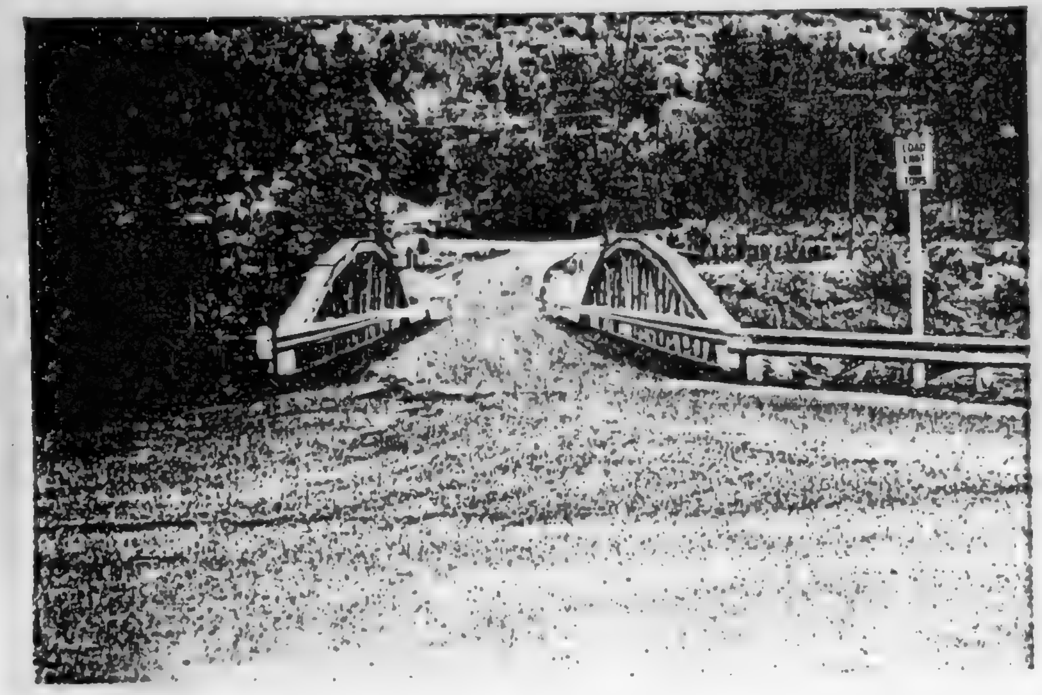


OF RIV



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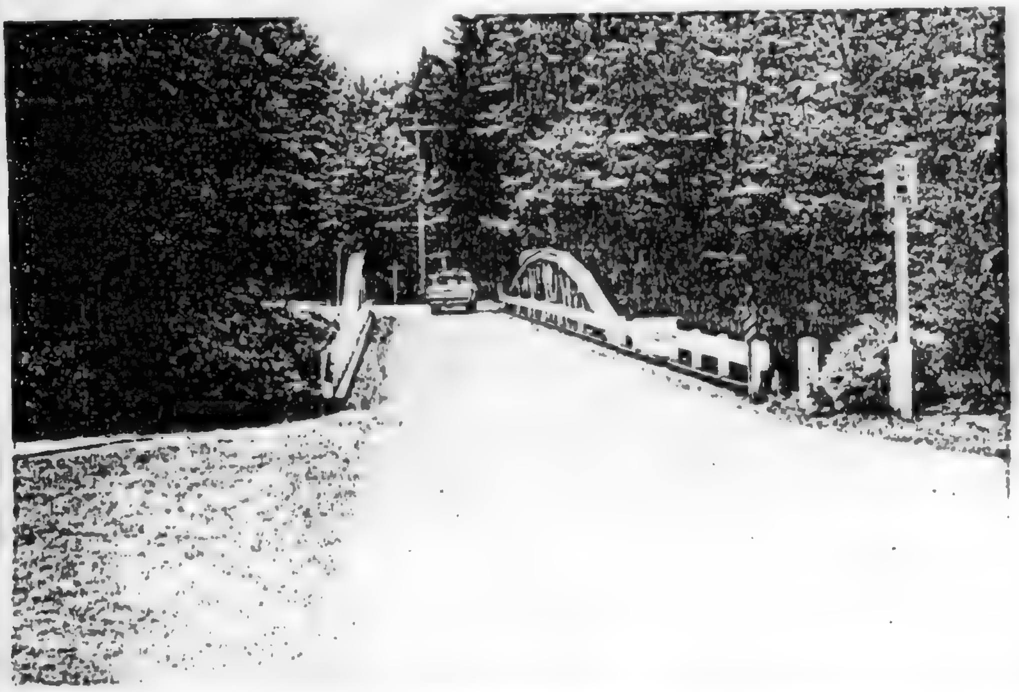
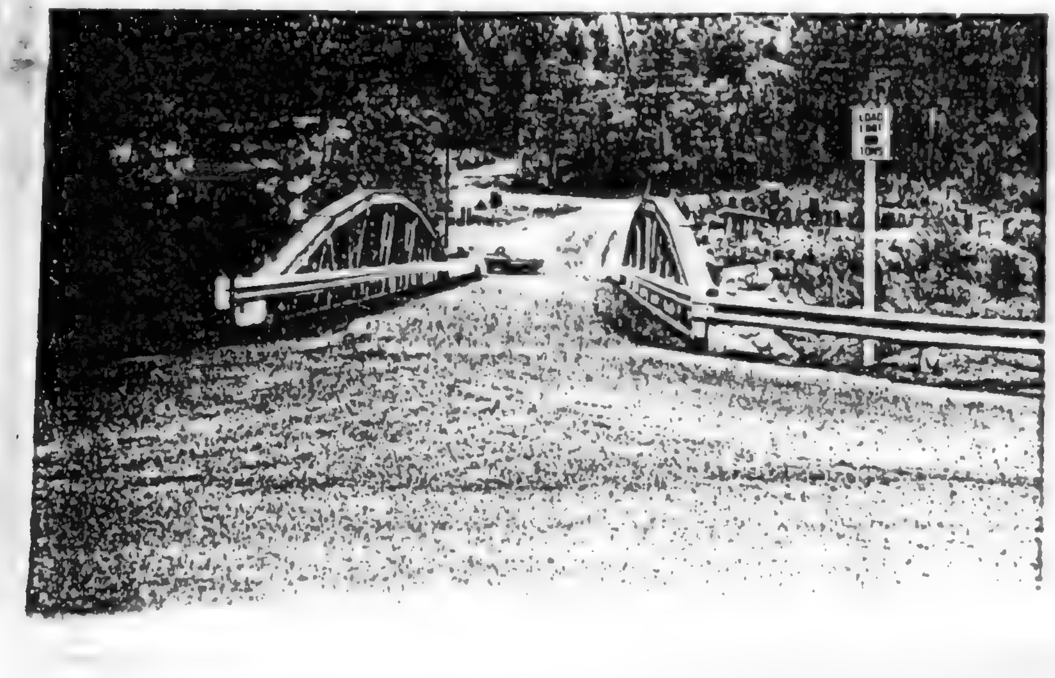
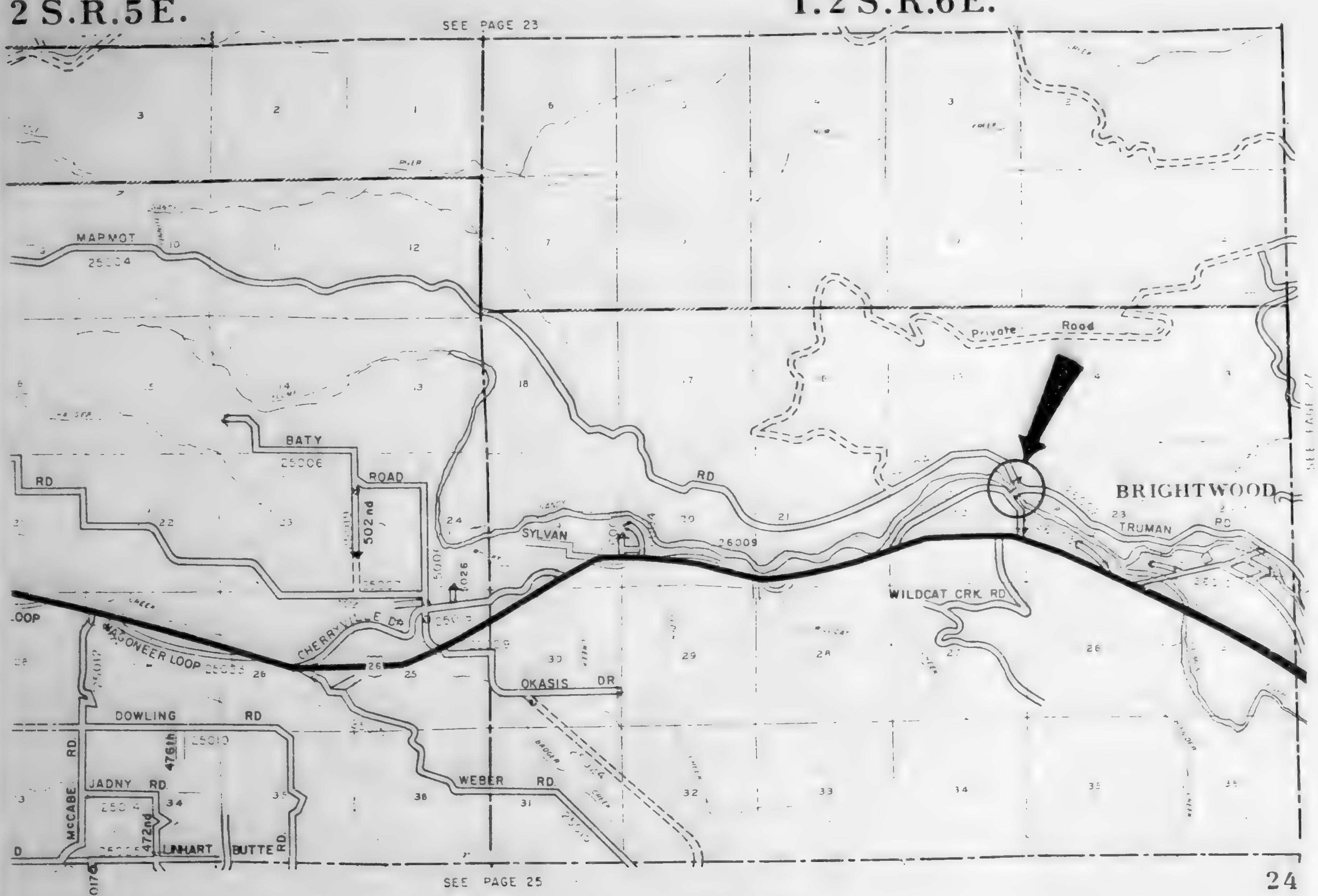


LKG WEST



LKG EAST


2 S.R.5E.
T.2 S.R.6E.
SEE PAGE 23
MARMOT
25004
BATY
25006
ROAD
RD
502nd
RD
SYLVAN
26009
21
23
BRIGHTWOOD
TRUMAN RD
Private Road
WILDCAT CRK RD
LOOP
WAGONEER LOOP
CHERRYVILLE DR
26
OKASIS DR
DOWLING RD
476th
25010
McCABE RD
JADNY RD
472nd
LINHART
BUTTE RD.
WEBER RD.
350176
SEE PAGE 25
SEE PAGE 27

HIGHWAY 26002

M.P. 0.42

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET 1 C

DATE SUBM

BY

8		1	2	3	4	5			101		12		13	14	15	16		17		18	19	20	21	22
BRIDGE NO.	CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE			HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D.	BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR.LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG	MIN.	LONGITUDE DEG	MIN.	PHY VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER
1 5 6	7	8 10	11 12	13 15	16 19	20 21	22	23 27 28	29 31	32 37	38 41	42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67	68	69
01659	1	410	20	005	0000	1 4	1	26002			0000	0		0000	0000					4	0 [illegible]	3	3	3

8		27		28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	50	
BRIDGE NO.	CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.) LT.	RT
1 5 6	7	8 9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43 45	46 48	49 50	51 54	55 58	59 64	65 67	68
01659	2	10	53	02		00 400		028		0	00	0	0	000	0000	15	309	707	01	0002	0120	000162	000	00

8		53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74		75	76	77	78	79	80	81
BRIDGE NO.	CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY FT.	IN.	MINIMUM VERTICAL UNDERCLEAR FT.	IN.	MINIMUM LATERAL UNDERCLEAR (TENTH FT) RT.	LT.	WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE		TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT
1 5 6	7	8 9	10 11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46	47	48 50	51 55	56	57 60	61 62	63 67	68 69
01659	3	99	99	00	00	999	999	2	7	7	8	7	N	10	920	4	920	1	3	N	2	9	4	00	00		311	00165	5	0032	02	00750	80

8		84	650	860	870	880			890		92	93	94				96
BRIDGE NO.	CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY		NOT USED LEAVE BLANK	LAST INSPECTION MO.	YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE NOTES
1 5 6	7	8 12	13 14	15 16	17 22	23 24	25	26 31	32 33	34 35	36 38	39 41	42 44	45 46	47 48	49 50	51
01659	4	00162	73	60	2330	73	3		03	74							

HIGHWAY 26002

M.P. 0.42

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET 1

DATE SUB

BY

8		1	2	3	4	5			101		12	13	14	15	16		17		18	19	20	21	22
BRIDGE NO.	CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE			HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)		BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG	LATITUDE MIN.	LONGITUDE DEG	LONGITUDE MIN.	RR VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER
1-5	7	8-10	11-12	13-15	16-19	20-21	22	23-27	29-31	32-37	38-41	42	43-44	45-48	49-52	53-54	55-57	58-60	61-63	64	65-66	67	68	69
01659	1	410	20	005	0000	14	1	26002			0000	0		0000	0000					4	01	3	3	3

8		27		28		29	31	32		33	34	35	36	39	40	42	43	44	45	46	48	49	50	
BRIDGE NO.	CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.) LT.	SIDEWALK WIDTH (TENTH FT.) RT
1-5	7	8-9	10-11	12-13	14-15	16-21	22	23-25	25-28	29	30-31	32	33	34-36	37-40	41-42	43-45	46-48	49-50	51-54	55-58	59-64	65-67	68
01659	2	10	53	02		00400		028		0	00	0	0	000	0000	15	309	707	01	0002	0120	000162	000	00

8		53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74		75	76	77	78	79	80	81
		9 9 9 9				9 9 9	9 9 9																										
BRIDGE NO.	CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY FT.	MIN. VERT. CLEAR. OVER ROADWAY IN.	MINIMUM VERTICAL UNDERCLEAR FT.	MINIMUM VERTICAL UNDERCLEAR IN.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE		TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT
1-5	7	8-9	10-11	12-13	14-15	16-18	19-21	22	23	24	25	26	27	28-29	30-32	33	34-36	37	38	39	40	41	42	43-44	45-46	47	48-50	51-55	56	57-60	61-62	63-67	68-69
01659	3	99	99	00	00	999	999	2	7	7	8	7	N	10	920	4	920	4	3	N	2	8	4	00	00		311	00165	5	0032	02	00750	80

8		84	850	860	870	880			890		92	93	94					96
BRIDGE NO.	CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY		NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX					MAINTENANCE NOTES
1-5	7	8-12	13-14	15-16	17-22	23-24	25	26-31	32-33	34-35	36-38	39-41	42-44	45-46	47-48	49-50		51
01659	4	00162	73	60	2330	73	3		03	74								

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET 1 OF 2
DATE SUBMITTED 6-17-75
BY Bill Fitch

3	4	5	101		12	13	14	15	16		17		18	19	20	21	22	24	25	26	
COUNTY	CITY	INVENTORY ROUTE	HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE		LONGITUDE		PHY VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM	ADM JURISDICTION	FUNCTIONAL CLASSIFICATION	NOT USED LEAVE BLANK
									DEG.	MIN.	DEG.	MIN.									
15	16 19	20 21 22 23 27 28	29 31	32 37	38 41	42 43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67	68	69	70 71	72	73 74	75 80
05	0000	1 4 1 26002			0000	0	0000	0 000					4	04	3	3	3	11	4	04	

28	29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	50		51	52	
LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.)		ROADWAY WIDTH (TENTH FT.)	DECK WIDTH (TENTH FT.)	LEAVE BLANK
																		LT.	RT			
14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43 44 45	46 47 48	49 50	51 54	55 58	59 64	65 67	68 70	71 74	75 78	79 80
	000400		028		0	00	0	0	000	0000	15	309	707	01	0002	0120	000162	000	000	0200	0189	

4	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
	9 9 9	9 9 9																												
VERTICAL UNDERCLEAR.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.)		WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE	TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.	TYPE IMPROVE	NOT USED LEAVE BLANK
IN.	RT.	LT.																												
14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46 47	48 50	51 55	56	57 60	61 62	63 67	68 69	70 71	72	73 80
00	999	999	2	7	7	8	7	N	10	920	4	920	4	3	N	2	8	4	00	00	311	00165	5	0032	02	00750	80	00	1	

60	860	870	880		890		92	93	94				96	
MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION		TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE NOTES	LEAVE BLANK
					MO.	YR.								
14	15 16	17 22	23 24 25	26 31	32 33	34 35	36 38	39 41	42 44	45 46	47 48	49 50	51 79	80
3	60	2330	73 3		03	74								

HIGHWAY 26002
M.P. 0.42

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET 2
DATE SUB
BY Bill

8		6	7	9
BRIDGE NO.	CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 5	6 7	8 32	33 50	51
01659	5	SANDY RIVER	TRUMAN ROAD	1/4 MI. N. HWY 26 5 [illegible] S. M

8		11	11A	30	85	86	87	88		91					10A		47	47A		
										PAINT PROGRAM									FOR DESC	
BRIDGE NO.	CARD NO.	MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.	
1 5	6 7	8 9 13	14 15 16 17 21	22 23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69
01659	6	0.42	.	75	002	015	00062	00055		2	1	0025	53	71	99	99	B 18.9	B .		

8		
BRIDGE NO.	CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 5	6 7	8
	9	

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET 2 OF 2
DATE SUBMITTED 6-17-75
BY Bill Fitch

6	7	9	10			
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT	VERTICAL CLEARANCE IN.	LEAVE BLANK
32	33 50	51 75	76 77	78 79	80
RIVER	TRUMAN ROAD	1/4 MI. N. HWY 26 50' S. MARMOT RD			

	11A		30	85	86	87	88		91					10A		47	47A	95				3			
									PAINT PROGRAM									FOR DESCRIPTION, SEE				SAFETY FEATURES			
	ALTERNATE MILE POST		YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.			MILE POST	BR RAIL	TRANS.	APP. G.R.	G.R. TERM
13	14 15 16 17 21	22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69	70	71 75	76 77	78	79	80
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DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

7523

PUBLIC WORKS
DEPARTMENT OF
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

August 24, 1976

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon 97202

ATTN: Mr. Jon Rose

Clackamas County submitted a project in April, 1976 for the realignment and widening of five (5) intersections on 242nd Avenue. This project is no longer eligible to qualify for an off system roads project as 242nd Avenue is currently in the process of being accepted as a FAS route.

Enclosed, please find a proposed bridge replacement project for work to be performed by contract which is submitted in lieu of the project on 242nd Ave. This project is submitted under the Safer Off-System Roads Program for the replacement of Sleepy Hollow Bridge No. 1659 on Truman Rd.

Please review and, if satisfactory, forward for further processing and approval.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

DRB/ro

Encls.

Environmental Assessment being reviewed by Craig Markham

RECEIVED
COUNTY & CITY SECTION
SEP 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

PROPOSED PROJECT

Safer Off System Roads Program

~~City~~ (County) Clackamas

Date 7-11-75

Location:

ON: Truman Road (37005) Sleeply Hollow Bridge No. 1659

From:

To:

Please Attach Map

Project Description: Replacement of Sleepy Hollow Brdige No. 1659 over Sandy River

Current Situation: Narrow 18.9 foot roadway on 120 foot steel pony truss center span with three timber pile bent approaches for a total of 162 feet. A 20-ton load limit posted in 1968 due to excessive damage caused by logging trucks requiring the trucks to detour up to 4.5 miles.

ADT* 400 (Increases during summer recreational season)

Posted Speed Not Posted

197_ Accidents Damage to bridge caused by rear overhang of illegally loaded truck traffic crossing bridge

Expected Benefits: Replacement of this structurally deficient and functionally obsolete bridge would reduce the haul distance for truck traffic by 3.5 to 4.5 miles. Sight distance at Sleepy Hollow Road would be increased.

Method of Construction:

☒ Contract

☐ State Forces

☐ Local Forces**

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Estimated Cost $ 250,000.00

*Average Daily Traffic
**Please attach six signed ORDER FOR FORCE WORK with Maps.

Replacement of Sleepy Hollow Bridge

No. 1659

Sleepy Hollow Bridge over the Sandy River is located in Section 22, T2S, R6E, W.M. The existing bridge 162-foot structure consists of 3 timber pile bent approaches and a 120-foot steel pony truss center span. The bridge now needs sandblasting and painting with evidence of deck damage that also will require repair in the near future.

This originally designed H-15 structure has a 20-ton load limit assigned due to damages to the bridge caused by logging trucks. The damage is a result of the narrow 18.9 foot roadway coupled with restricted turning radii on the west end of the bridge. Currently logging trucks are prohibited from using this bridge and all trucks over 20 tons make a detour of 3.5 to 4.5 miles.

The average daily traffic is 400 vehicles with seasonal fluctuations much higher during the summer. A wide variety of people use this bridge including county maintenance trucks less than 20 tons, cattle trucks, fishermen, hunters, campers, tourists, and local residents.

The proposed new structure also would be 162 feet long with a continuous concrete deck 32 feet wide poured on top of precast concrete "T" beams. In addition, New Jersey type barrier parapet would border the traffic lanes with a pedestrian walkway attached to the downstream side including hand railing on the side of the walkway opposite of traffic.

A new structure would be of great benefit to the many logging companies operating out of the south end of Bull Run. This is a long-term logging operations of an estimated 20 years. This fact, along with perpetual use by the County maintenance station adjacent to the bridge would substantially increase the A.D.T.

Right-of-Way and Utility Requirements

Sleepy Hollow Bridge Replacement

There are currently no utilities that would be substantially effected by constructing the new bridge. Portland General Electric power lines and Continental Telephone Co. lines run overhead at the bridge crossing on a slight angle over the upstream side of the bridge. PGE pole No. 354 at the southeast end of the existing structure may have to be moved if preliminary engineering indicates that it must be moved to widen the approach to the bridge from the east side

The current right-of-way width on Truman Road is 60 feet. No additional right-of-way will be needed for the project as presently conceived unless the actual survey indicates otherwise.

9523

ev. 6/6/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Clackamas FAS No. Off System Date August 19, 1976

County Road Name Truman Road, Sleepy Hollow Bridge No. 1659

Section Name ____

Type of Project Replacement of structurally deficient bridge

Location of Project (Attach sketch map) ____

ADT 400 (see attached narrative) Design Speed ____

Is this request for county bridge design only? Yes ____ No ____

county FAS bridge design? Yes X No ____

Will County hire consultant for this project? Yes ____ No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width ____

2. Shoulders: Type ____
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
   By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
   By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
   By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
   By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
   Curbs Required? Yes ____ No ____
   Type Desired ____
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs ____

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population________________ Area exempt from bike law____________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired____________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?________________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract______________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes ______ No ______

26. Will detour be constructed & maintained by Contractor? Yes ______ No ______

27. Will County sign project outside work area during construction? Yes ______ No ______

28. Will Contractor sign project outside work area during construction? Yes ______ No ______

29. Should contract provide for permanent signing? Yes ______ No ______

30. Should State do permanent signing? Yes ______ No ______

31. Will traffic signals be required? Yes ______ No ______
If yes, give location and type desired ______

32. Is project contingent upon other factors? Yes ______ No ______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain ______

Remarks re Section I: ______

II. BRIDGE PROJECT DATA

1. Name of river or stream Sandy River

2. Name of bridge Sleepy Hollow Bridge No. 1659

3a. Dimensions of existing bridge. Length 162ft Roadway Width 18.9ft Type Pony truss
b. Dimensions of existing approaches. Type Pile bent Width 18.9 Shoulders None

4. Type of design and material used in existing bridge. Consists of 3 timber pile bent approaches and a 120 foot steel pony truss center span.

5. Location (please attach map with location marked): See attached
Section 22 Township 2S Range 6E W.M.

6. Desired width of proposed bridge 32 ft. Approx. length 162 ft.
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes__X__ No______
Upstream__________ Downstream____X____ Width__________

8. Does County wish a particular type of bridge design? Yes__X__ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) preconstructed concrete "T" beams and continuous concrete deck with GM type barrier parapets.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No__X__
Explain____

10. Foundation Testing: By County? Yes______ No______
By State? Yes__X__ No______

11. Will County close road during construction? Yes__X__ No______

12. Can presently established road be used as detour? Yes__X__ No______

13. Must a new detour be constructed? Yes______ No__X__

14. Will detour be constructed & maintained by County: Yes______ No__X__

15. Will detour be constructed & maintained by Contractor? Yes______ No__X__

16. Will County sign project outside work area during construction? Yes______ No__X__

17. Will Contractor sign project outside work area during construction? Yes__X__ No______

18. Approaches or Connections: By County? Yes______ No______
By Contractor? Yes__X__ No______
Traveled surface: Type__AC__ Width__32 ft.__
Shoulder surface: Type__Gravel__ Width__3 ft.__
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes__X__ No______

N.W. quadrant distance from structure 45 ft. County Rd.
N.E. quadrant distance from structure 70 ft. Private access
S.W. quadrant distance from structure 25 ft. County Rd.
S.E. quadrant distance from structure 25 ft. County Rd.

20. Guardrail: Desired on approaches or connections: Yes X No ____
By County ____________ Contractor X
Right side only? Yes ____ No ____
Both sides? Yes X No ____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ____ No X
Use for detour? Yes ____ No X
Removed by County? Yes ____ No X
Removed by Contractor? Yes X No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes ____ No ____
By Contractor? Yes X No ____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ____ No X Size ____
Company ____________
b. Sanitary sewer mains: Yes ____ No X Size ____
Company ____________
c. Storm sewer: Yes ____ No X Size ____
Company ____________
d. Gas mains: Yes ____ No X Size ____
Company ____________
e. Power lines: Yes ____ No X Size ____
Company ____________
f. Telephone lines: Yes ____ No X Size ____
Company ____________
g. Other Utilities: N/A

24. Does County wish provisions made for future utility attachment to structure? Yes X No ____

25. Does County wish lightpost bases and conduit installed? Yes ____ No X

26. Does County wish complete job of illumination in project? Yes ____ No X

27. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: N/A

Remarks re Section II: Clackamas County to perform portions of preliminary engineering with the remainder of preliminary engineering contracted to OSHD.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ___ No X
   By Consultant? Yes ___ No X
   By County? Yes X No ___
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No ___

3. Construction plans and specifications to be prepared:
   By State? Yes X No ___
   By Consultant? Yes ___ No X
   By County? Yes ___ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ___ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ___ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Minimum ______

2. Is any additional right of way needed? Yes ______ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ______ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes ______ No X

5. Should State prepare options? Yes ______ No X

6. Should material source site be included in right-of-way descriptions? Yes ______ No X

7. Is there any merchantable timber on right of way? Yes ______ No X

8. Will timber be reserved for owner? Yes X No ______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ______ No X

10. Is a hearing necessary? Yes ______ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes X No ______
If yes, give type and name of utility company: Private water line running under pile bent approach on east end of bridge.

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ______
If yes, give type and name of utility company: PGE pole no. 354 at the southeast end of the existing bridge.

13. Are utilities on existing right of way by permit ______ or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ______ No X
If yes, give name of irrigation company or district ______
and dates between which water can be turned off: From ______
To ______

15. Are there any railroad crossings? Yes ______ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance:______(Left) ______(Right)

19. Number of Trains: Passenger______ Speed______
Freight______ Speed______

20. Angle of Intersection:______

21. Type of Existing Crossing: Grade___ Overcrossing___ Undercrossing___

22. Existing Protection:
Advance warning signs___ Automatic flashing___ Stop Signs___
Crossbucks___ Automatic bell___ Gates___

23. Proposed Protection:______

24. Are there to be stopping lanes for buses and trucks, etc.? Yes___ No___

25. Will railroad crossing be altered: Yes___ No___
If yes, specify:______

26. Traffic Control Signing:
To be part of project? Yes___ No___
By County? Yes X No___
By State at County expense? Yes___ No___
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes___ No___
By County? Yes X No___
By State at County expense? Yes___ No___

28. Does County wish State to prepare P.U.C. hearing date? Yes___ No X

29. Will P.U.C. application be made by State___ or County N/A ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes___ No X

Remarks re Section IV:______

V. MATERIAL SOURCES DATA

1. Gravel X Quarry X Cinders
2. Owner: County X State X Private X Other Forest Service
3. Location: Section Township Range W.M.
4. If County lease, what are royalty payments?
5. Materials furnished by County: Borrow Select Topping
   Base Course Level Course Mineral Aggregates
   Location
   Miscellaneous Items

Remarks re Section V: Several sources of material available in near proximity of construction site.

VI. FINANCIAL DATA

1. Estimated Cost: $ 251,000.00
2. Available FAS Funds $
3. Does County wish advancement of future Federal funds? Yes No X
   Amount
4. Date match money is available 22% match available on request.
5. Will there be any 100% County money? Yes No X
6. Maximum amount of 100% County money available: $To match overrun if needed.
7. Date County request letting: As soon as practical or possible.

Remarks re Section VI:

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dept. of Public Works
Office
2. Environmental — Dept. of Public Works
Office
3. Public Hearing — Dept. of Public Works
Office

Remarks re Section VII:

UNUSUAL OR COMPLICATED CIRCUMSTANCES:

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By
~~County Judge~~ or Comm. Chairman

By
County Commissioner

By
County Commissioner

By
County Engineer of Roadmaster

County CLACKAMAS

Date AUGUST 31, 1976

1982 Antelope Ck. Culvert Sec. of 9524
County Rd. 581.
(Grading, Paving and Culverts.)

CHA 2577 11-6-81

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9524

REGION NO. 10	REPORT NO.	COUNTY Crook	DIVISION Oregon
DATE OF REPORT November 2, 1983	REPORT MADE BY C. T. Keasey, P.E.,P.L.S.		PROJECT NO. BROS-0700(4)
COMPLETION DATE March 16, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY April 18, 1983	TIME ELAPSED 110 %	CONTRACT TIME 96 CD
APPROVED EXTENSIONS 7 CD	LOCATION Antelope Creek Culvert Section of County Road 581 approximately 0.2 miles north of Prineville Reservoir State Park		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

Work on this project included the following:

a. Construction of roadbed, aggregate base and asphalt concrete pavement.
b. Installation of culverts and guardrail.
c. Placement of riprap and filter fabric.
d. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: J A L Construction, Inc.

3. Contract Amount: $107,654.62

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
NOV 14 '83
REFER TO
[illegible]

Signature (SHD Official) C. T. Keasey

Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE Area Engineer	DATE 11/7/83	TITLE Field Operations Engr.	DATE 11/14/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

May 2, 1983

CCD 5
#9324

United Pacific Insurance Co.
Bond Department
33405 8th Avenue, South C-3000
Federal Way, WA 98006

Gentlemen:

Contract No. 9324 awarded to JAL Construction, Inc., for work on the Antelope Creek Culvert Section of County Road No. 581 in Crook County was completed on March 21, 1983, and accepted by the State Highway Division on April 18, 1983.

Final payment in the amount of $2,009.33 will be released to the contractor after May 9, 1983. The total contract amount is $111,939.61 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Germann
COMMISSION SERVICES

fkm
cc JAL Construction, Inc.
62211 Powell Butte Rd.
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

7-24

Contract Payments 378-6594 FILE: CON 5

Robert Gormsen
Manager, Commission Services

April 18, 1983

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9524 On Site Work Substantially Completed March 16, 1983

All Work Completed March 21, 1983

Project Antelope Creek Culvert

Highway County Road No. 581

County Crook

Type of Work Grading, Paving & Culverts

Contractor JAL Construction, Inc.

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

9524

FORM 734-

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Antelope Creek Culvert

WEEK ENDING: April 2, 1983

SECTION PREFIX: 207-1049

HIGHWAY: County Road No. 581

COUNTY: Crook

NAME OF JOB: Antelope Creek Culvert

KIND OF WORK: Grading, Paving, & Culverts

CONTRACTOR: JAL Construction, Inc. -

CONTRACT NUMBER: 9524

FEDERAL AID PROJECT NUMBER: BROS-0700(4)

DATE OF CONTRACT: August 12, 1982

DATE WORK STARTED: September 22, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 00 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: ~~93~~ 96

PERCENT OF TIME ELAPSED: ~~[illegible]~~ 110

PROJECT AUTHORIZATION: $ 124,458.00

EXCLUSIVE OF ENGINEERING: $ 112,610.73

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 112,610.73

ENGINEERING AUTHORIZATION: $ 9,868.92

ENGINEERING COST TO DATE: $ 9,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 132 ~~[illegible]~~ %

DATE PROJECT WAS COMPLETED: November 24, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,929 cy	2,700 ton			550 ton
TOTAL QUANTITIES CORRECTED TO DATE	6,534 cy	2,674 ton			647 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,534 cy	2,674 ton			647 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted semifinal estimate to Region March 30, 1983

Final weekly report

SIGNED For W.W.Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Antelope Creek Culvert		WEEK ENDING: March 26, 1983
		SECTION PREFIX: 207-1049
HIGHWAY: County Road No. 581		COUNTY: Crook
NAME OF JOB: Antelope Creek Culvert	KIND OF WORK: Grading, Paving, & Culverts	
CONTRACTOR: JAL Construction, Inc. -	CONTRACT NUMBER: 9524	FEDERAL AID PROJECT NUMBER: BROS-0700(4)
DATE OF CONTRACT: August 12, 1982	DATE WORK STARTED: September 22, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED: 96
PROJECT AUTHORIZATION: $ 124,458.00	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 110
EXCLUSIVE OF ENGINEERING: $ 114,589.08	ENGINEERING AUTHORIZATION: $ 9,868.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 114,589.08	ENGINEERING COST TO DATE: $ 9,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN/UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 91 %	DATE PROJECT WAS COMPLETED: March 16, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,929 cy	2,700 ton			550 ton
TOTAL QUANTITIES CORRECTED TO DATE	6,534 cy	2,674 ton			647 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,534 cy	2,674 ton			647 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100 ,							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20		0		Project Completed
MONDAY 21		0		" "
TUESDAY 22		0		" "
WEDNESDAY 23		0		" "
THURSDAY 24		0		" "
FRIDAY 25		0		" "
SATURDAY 26		0		" "

RECEIVED
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity

SIGNED W. W. Robertson LOCATION Bend
W.W.Robertson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1524

D

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 25, 1983

RECEIVED
STATE HWY ENGR
MAR 29 '83
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CT Keasey

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Antelope Creek Culvert Section
County Road 581
Crook County
Contract No. 9524
Reference HBR-OR

NOTED
W. E. SCHWARTZ

In reply to your memorandum of February 8, 1983 concerning the subject contract, the following action has been taken:

1. The Hydraulics Section has determined that the 4 ft. taper section will perform satisfactorily from a hydraulic standpoint.
2. The small steel flaps of the 78-inch culvert pipe have been neatly trimmed and smoothed out, using a metal filler compound.
3. The concrete collar at the inlet end has been constructed.
4. A cost analysis of the installation has been done with the following results:
   a. 170 ft. of 78" Dia. pipe was called for and installed at bid price.
   b. 20 ft. of 96" Dia. pipe was called for and 36 ft. was installed. Only 20 ft. of the pipe was paid for at the bid price.
   c. A 20 ft. transition section was called for and a 4 ft. transition section was installed at the bid price of one each.
   d. For the 20 ft. transition section Armco bid $1,650; Pacific Corrugated Pipe $1,351 and Oregon Culvert (4 ft. section installed) $1,320.

e. It can be seen that the contractor did not profit from the use of the 4 ft. transition section. It cost him more to install the additional length of 96-inch dia. pipe.

DOC:CTK:cb

cc: W. E. Schwartz ✓
R. Pool

9524 13

Highway Construction 378-6318 FILE: CON 5

R. Pool
Region 4 Construction Engineer February 14, 1983

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen, P.E.
Construction Operations Engineer

Antelope Creek Culvert Section
County Road 581
Crook County
Contract No. 9524

Attached is a Xerox copy of an FHWA memorandum from Dale E. Wilken dated February 8, 1983, concerning the 96 inch/78 inch culvert installation on the subject project.

There are a number of items contained in this memorandum that we need to have you review and provide an answer to so that we may properly respond to FHWA.

1. Justification for revising tapered transition section length from 20 feet to 4 feet.

2. Cost analysis of revision to determine if State should have received a credit.

In addition, there are several items requiring further work:

1. Small steel flaps of the 78 inch culvert pipe need to be tack welded and the section smoothed up to obtain good hydraulic characteristics.

2. Construction of a concrete collar around the upstream end section.

Please take necessary action to accomplish as-soon-as possible. I realize that some of the above are already being taken care of.

DOC:mk

Attach.

cc: W. E. Schwartz

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-0700(4)
Antelope Culvert Section Co. Rd. 581
Crook County

Date: February 8, 1983

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

(Reply to Attn of: H

RECEIVED
FEB 11 1983
CONSTRUCTION SECTION

January 26, 1983 we inspected the culvert installation 0.2 miles north of Prineville Reservoir State Park. Those participating were:

- Will Robertson
- Bob Lammert
- Gene Fiala
- Dave Carter
- Herb Schell

The purpose of the inspection was to review the manufactured transition section of the 96" to 78" CMP. This project is about completed and the Project Manager is working on final payment documents.

Plans called for a 20' tapered transition section. Measured field conditions show an eccentric transition in less than 36" (see picture #1). If this variation from plan gave a significant advantage to the contractor we feel you should share in this advantage. We doubt, however, that this will be the case after adjustments are made.

Small cut extensions (about 4"-6") of the 78" culvert remain inside the pipe (see picture #3) unfastened and will contribute to turbulance at the throat of the welded reducer. It is felt that these flaps of steel should be tack welded and the section smoothed up to obtain the hydraulic characteristics of flow that were intended. (See attached picutres). This can be accomplished with a morter type material, such as, cement sand, epoxy, body puddy or some hardenable material that will adhere to the galvanizaed section.

On future similar pipe transitions the section should be smoothed up by the pipe manufacturer to streamline the inside throat and obtain the maximum efficiency.

2 10 83
Keasey
EJN

RECEIVED
TECHNICAL SERVICES
FEB 9 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

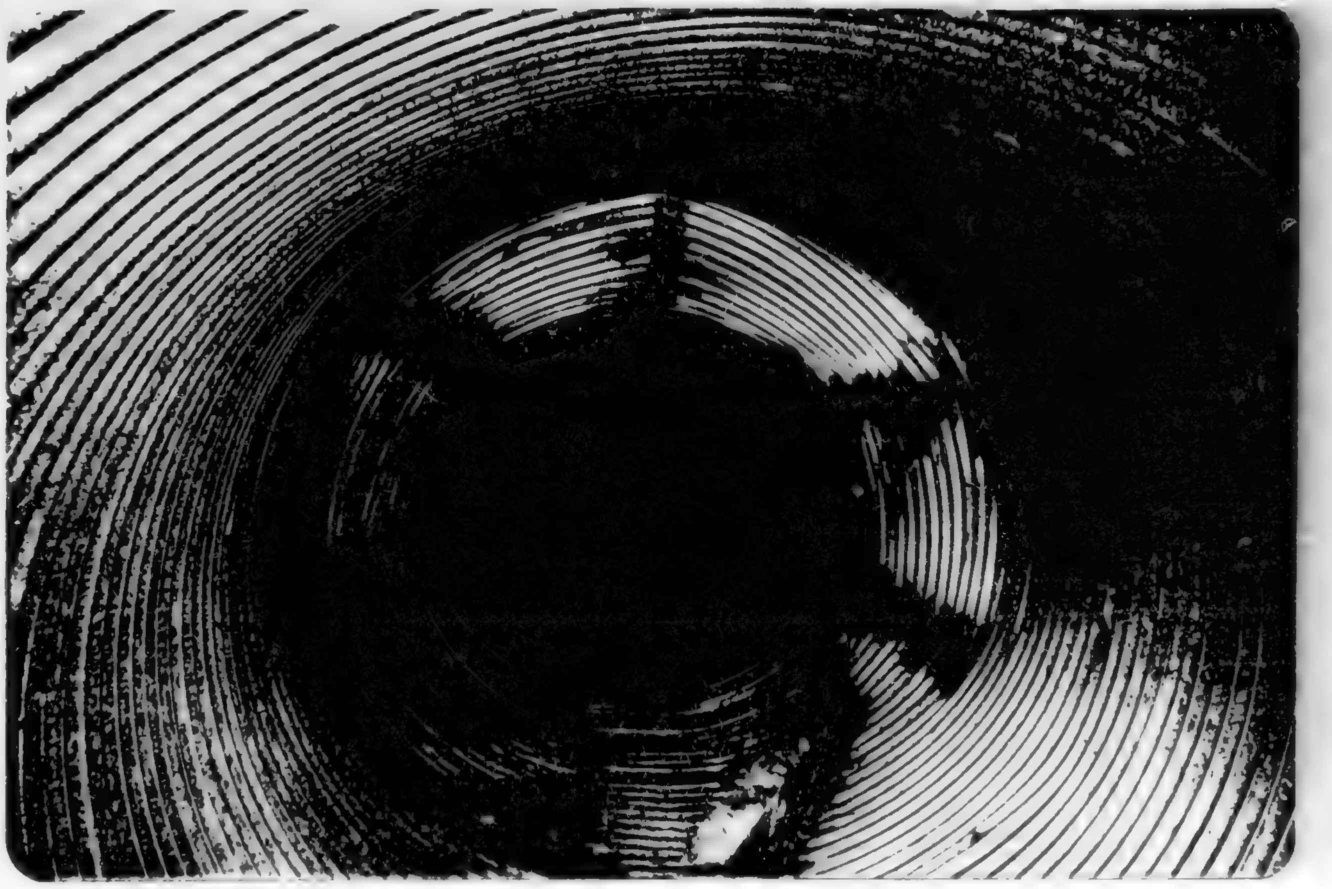
RECEIVED
STATE HWY ENGR
FEB 9 '83
REFER TO
FOR
Info Inves R/D D/R Sign ~~Act~~ File

The upstream end of the 96" pipe is mitered and constructed of 14 gage metal (see picture #8). The pipe has inlet control and this initial mitered section is critical to the culvert operation. We find the end section very weak and unacceptable even though the Project Manager has placed small stones around the pipe for support. The end section should have a concrete collar for protection of the thin gage metal (see attached dwg. 15-7.3 of FHWA collar for possible solution). We recommend that you proceed with a change order to install this collar. On future 8' and larger diameter pipes a collar should be installed to insure that the pipe is not damaged during heavy stream flow by rocks or debris.

For Dale E. Wilken

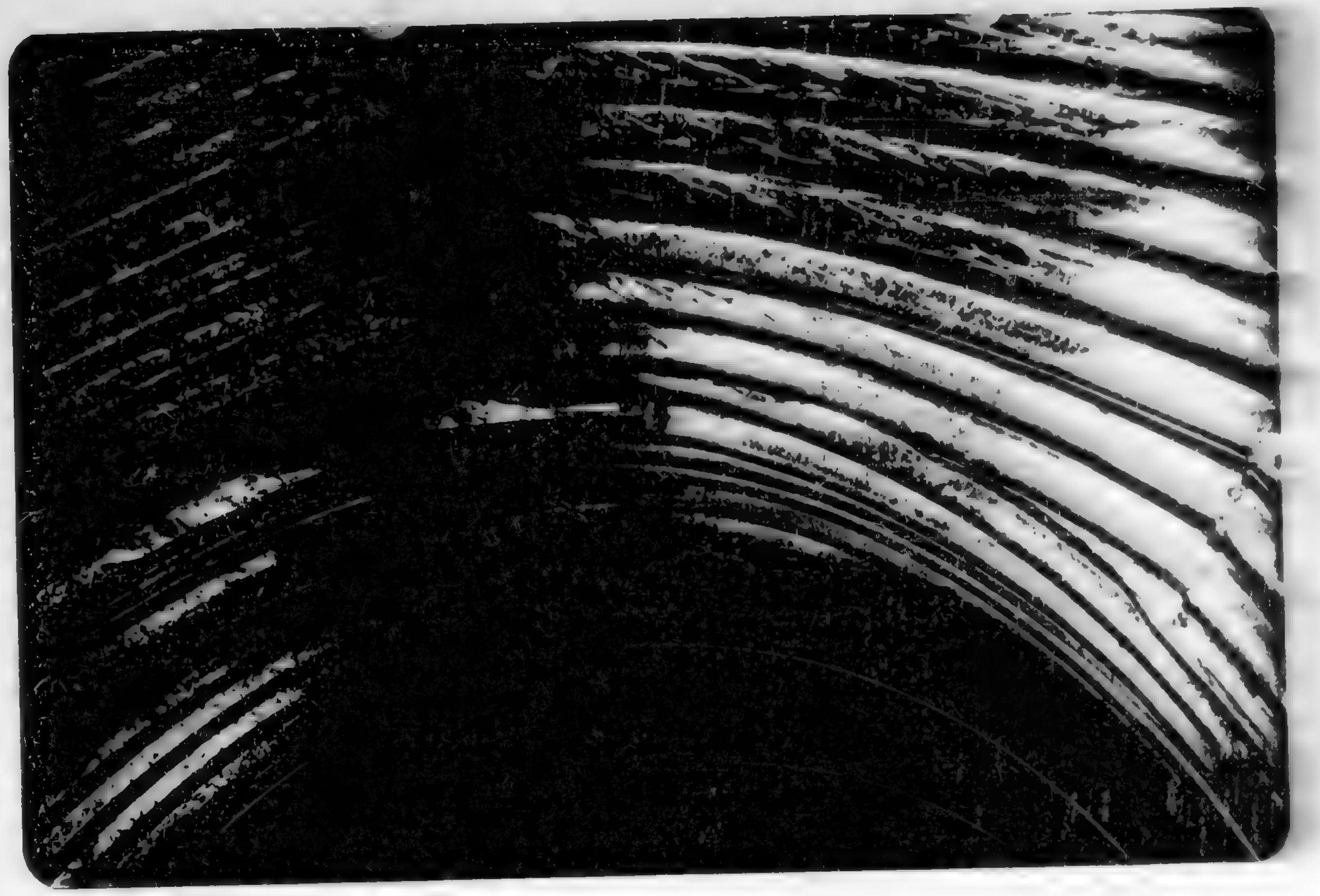
Attachments:
Pictures and dwg. 15-7.3

cc:
OSHD (F Terpin)
Region (G Fiala)



1. Tapered throat section (taper 18" in less than 36" at crown, see FHWA Hydraulic Engineering circular HEC #13 pg. 13-33 for most efficient design).

2. Close up of welded reduction of 96" pipe to 78" section.

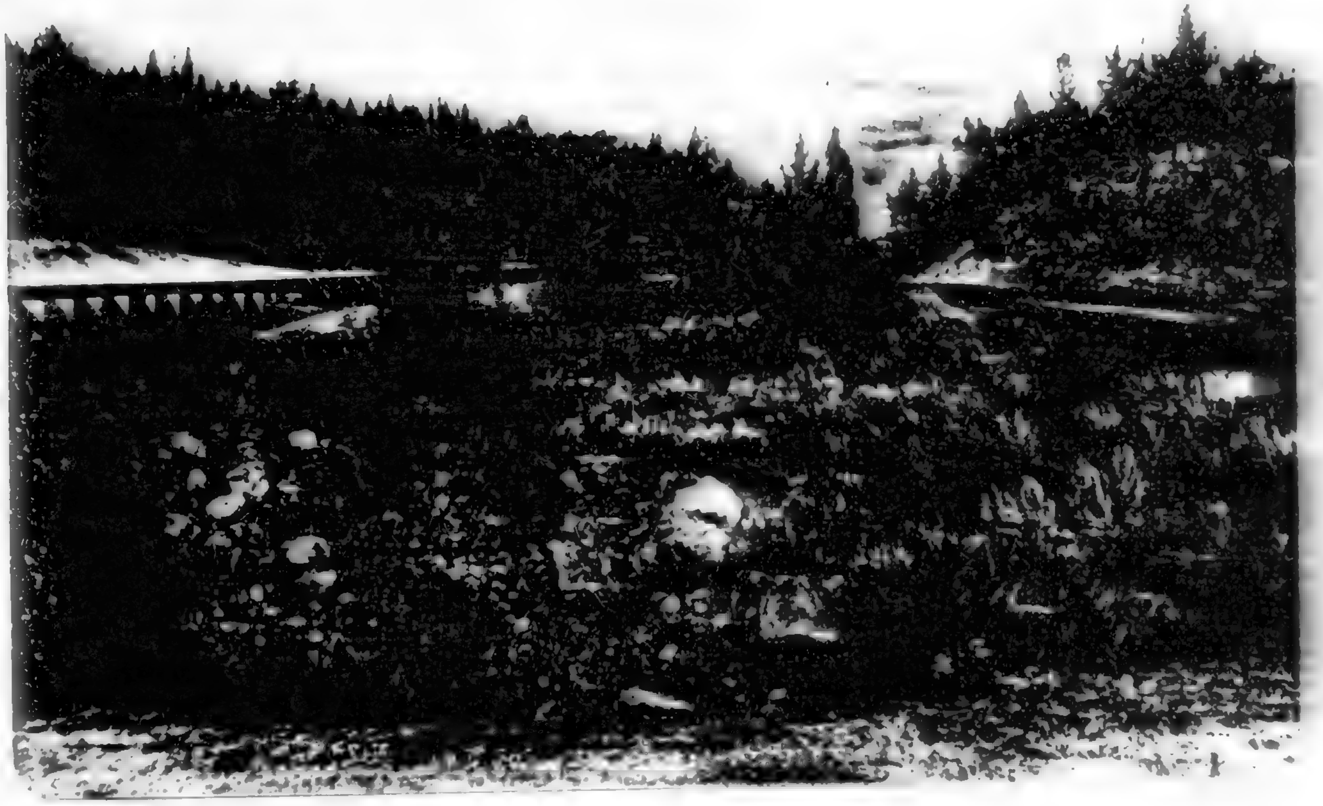


3. Crown of throat, note flap of metal not connected from 78" section.

4. Unfastened section of 78" pipe threaded into tapered section.

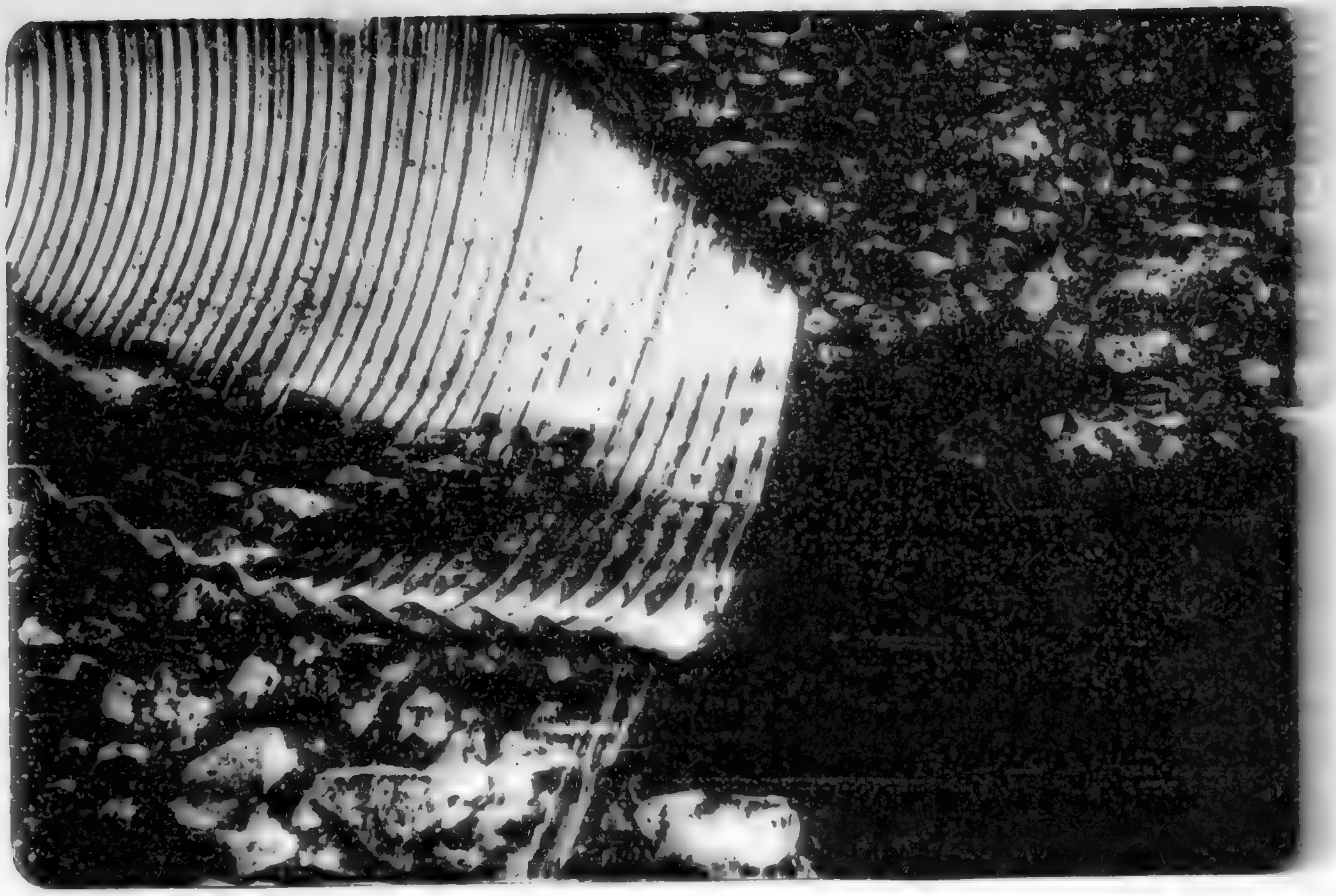
5. Same as number 4 but opposite side.

b. 78" section damaged just below the tapered throat.

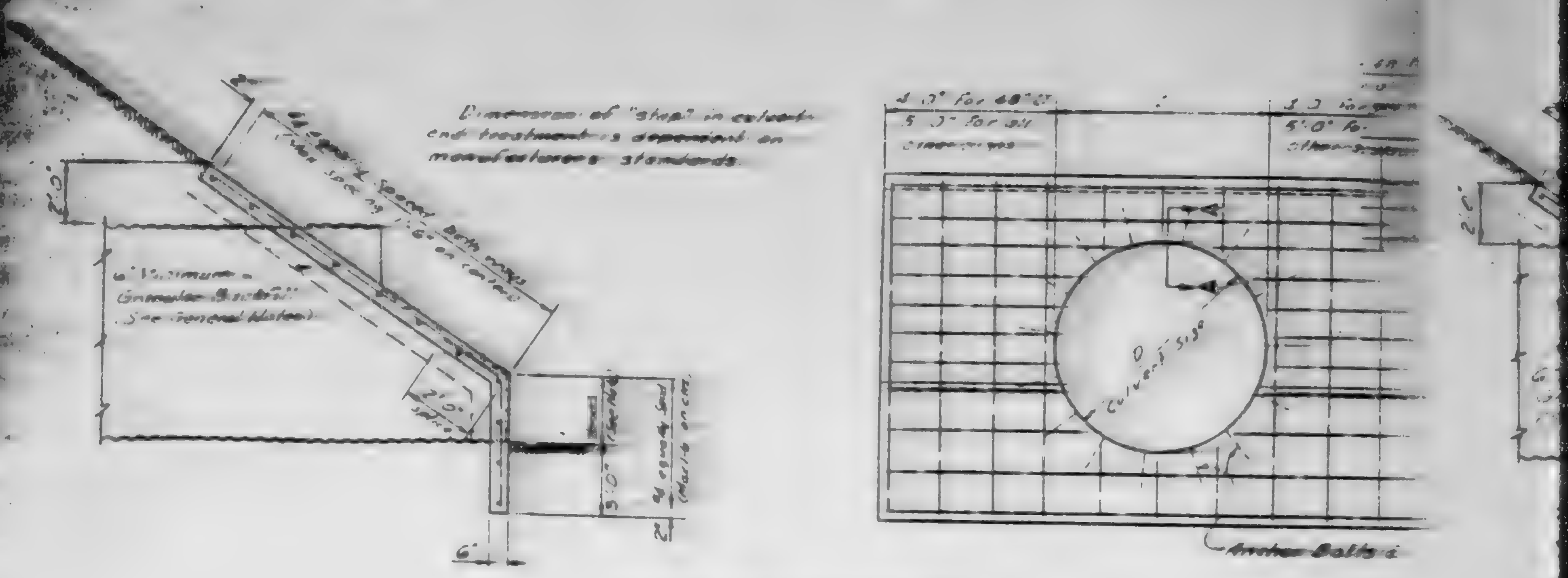


[illegible]. Upstream channel.

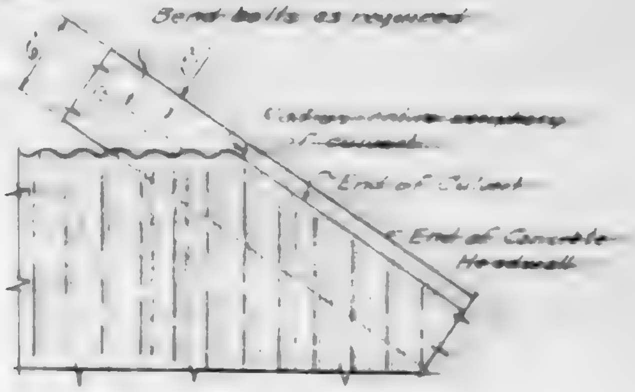
[illegible]. Mitered [illegible] inlet.



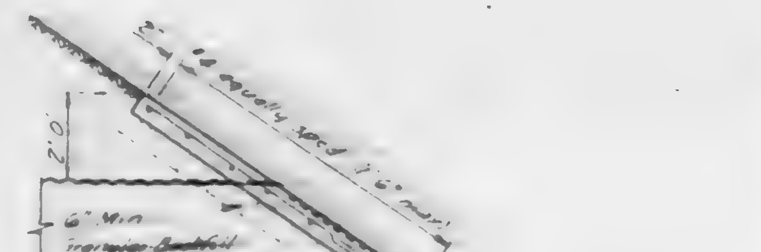
9. Unsupported mitered section (note only 2 bolts fastening down lip of miter).


Dimension of "step" in culvert end treatment is dependent on manufacturers standards.
Equally spaced both ways (Max spacing 1'-6" on centers)
2'-0"
6" Minimum Granular Backfill (See General Notes)
2'-0" splice
3'-0"
6"
4'-0" for 60" D
5'-0" for all other sizes
D Culvert Size
Anchor Bolts

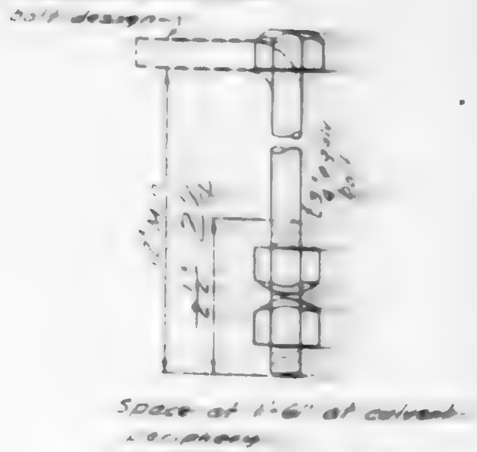
TYPE "A" - STEP BEVEL
(ROUND PIPE)


Bend bolts as required
6"
Outer face of culvert
End of Culvert
End of Concrete Headwall

SECTION A-A


2'-0"
Equally spaced 1'-6" max.
6" Min. Granular Backfill (See General Notes)
2'-0" splice
3'-0"
6"
Anchor Bolts @ 1'-6" ctrs
5'-0" for all sizes
S - Span
5'-0" for all sizes

PIPE-ARCH CULVERTS
STEP BEVEL


Acceptable alternate bolt design
3/4" ⌀ Bolt
2 1/2"
2 1/2"

Space at 1'-6" at culvert periphery

ANCHOR BOLTS

ESTIMAT
TYPE "A"

	SK
	15°
[illegible]	3.22
[illegible]	3.68
[illegible]	4.10
[illegible]	4.56
[illegible]	5.20
[illegible]	5.69
[illegible]	6.10
[illegible]	7.02
[illegible]	7.54
[illegible]	8.02
[illegible]	8.80
[illegible]	9.06

nment S
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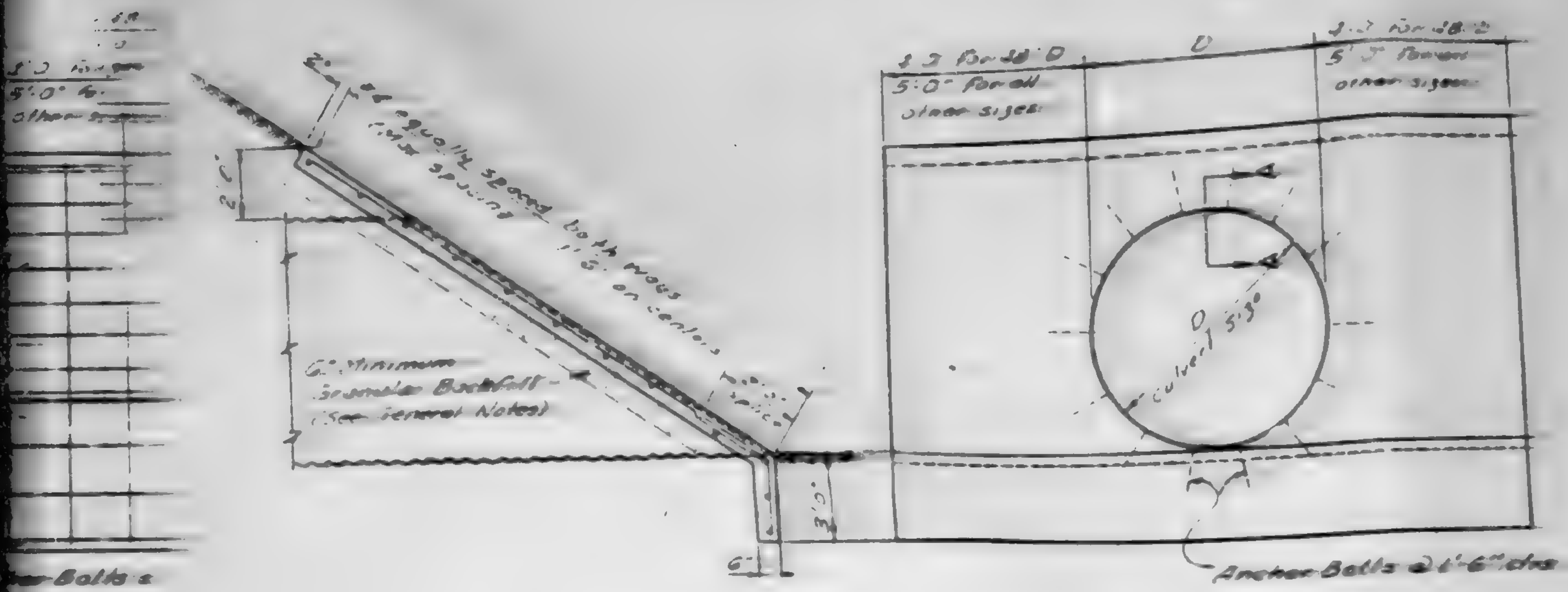
EST ED QUA
HEADW
TE - CUBI
IPE-ARC

PIPE-ARCH SIZE	SK
	15°
6 - 1" x 4' - 7	3.35
7 - 0 x 5 - 1	3.68
8 - 2 x 5 - 9	4.17
9 - 6 x 6 - 5	4.56
11 - 5 x 7 - 3	5.21
12 - 10 x 8 - 4	5.98
14 - 1 x 8 - 9	6.39
15 - 4 x 9 - 3	6.88
16 - 7" x 10	7.51

NOTE: For 15° Ske[illegible] Plates a



TYPE "B"- FULL BEVEL

(ROUND PIPE)

ESTIMATED QUANTITIES* – ONE HEADWALL

CONCRETE – CUBIC YARD

TYPE "A" - STEP BEVEL				TYPE "B" - FULL BEVEL				
SKEW ANGLE				SKEW ANGLE				
15°	30°	45°	60°	0°	15°	30°	45°	60°
3.22	3.30	3.36	3.85	2.65	3.00	3.41	3.43	3.76
3.67	3.76	3.96	4.05	3.68	3.72	3.80	4.00	4.48
4.10	4.22	4.48	5.06	4.22	4.26	4.37	4.63	5.21
4.56	4.70	5.01	5.68	4.77	4.89	4.97	5.29	5.98
5.20	5.33	5.70	6.54	5.33	5.39	5.56	5.93	6.77
5.69	5.88	6.32	7.24	5.91	6.01	6.20	6.65	7.60
6.10	6.31	6.79	7.86	6.50	6.58	6.80	7.31	8.45
7.02	7.28	7.87	9.20	7.11	7.20	7.36	8.03	9.33
7.54	7.83	8.48	9.92	7.74	7.85	8.14	8.79	10.24
8.02	8.35	9.05	10.65	8.37	8.48	8.81	9.53	11.78
8.80	9.17	9.98	11.76	9.02	9.18	9.55	10.37	12.14
9.06	9.68	10.27	12.14	9.68	9.82	10.22	11.11	13.14

* ...ment Steel quantities are ...ed at 68 pounds per cubic yard. ...s not include weight of Anchor Bolts.

EST ED QUANTITIES*

HEADWALL

TE – CUBIC YARD

PIPE-ARCH SIZE	IPE-ARCH – STEP BEVEL			
	SKEW ANGLE			
	15°	30°	45°	60°
6'-1" x 4'-7"	3.35	3.74	4.58	6.47
7-0 x 5-1	3.68	4.10	5.08	7.11
8-2 x 5-9	4.17	4.65	5.69	8.05
9-6 x 6-5	4.56	5.09	6.23	8.81
11-5 x 7-3	5.21	5.80	7.11	10.05
12-10 x 8-4	5.98	6.67	8.17	11.55
14-1 x 8-9	6.39	7.13	8.73	12.35
15-4 x 9-3	6.82	7.61	9.32	13.14
16-7" x 10	7.51	8.26	9.50	14.51

NOTE: For 10" Cor... Plates only.

GENERAL NOTES

SELECTION OF HEADWALL TYPE – UNLESS OTHERWISE CALLED FOR IN THE BID SCHEDULE OR SPECIAL PROVISIONS TYPE "A" HEADWALL OR 0° SKEW SHALL BE USED. WARP FILL SLOPE AS REQUIRED.

SPECIFICATIONS – STANDARD SPECIFICATIONS, FP [illegible]

REINFORCEMENT STEEL – SHALL BE MADE AS DETAILED SHOWN AND TYPICAL FOR THE SEVERAL TYPES SHOWN.

CONCRETE – ALL CONCRETE SHALL BE CLASS "A" CONFORMING TO SECTION 601 OF THE SPECIFICATIONS. ALL CONCRETE SHALL BE MIXED USING A LOW ALKALI PORTLAND CEMENT WITH AN AIR ENTRAINING ADDITIVE. ALL CORNERS SHALL BE CHAMFERED 3/4 INCH. ALL CONCRETE SHALL BE GIVEN A CLASS I, ORDINARY SURFACE FINISH.

THE TABULAR QUANTITIES ARE THE ESTIMATED VALUES FOR THE CONTRACTOR'S CONVENIENCE IN ESTABLISHING HIS "LUMP SUM" BID. THEY ARE BASED ON A 3'0" CUTOFF WALL, 1½:1 FILL SLOPE AND FOR THE SKEW ANGLE SHOWN.

CUTOFF WALLS – THE DIMENSIONS SHOWN ON THE PLAN ARE MINIMUM DEPTH UNLESS ROCK IS ENCOUNTERED AT A SHALLOWER DEPTH. EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH SECTION 206 OF THE SPECIFICATIONS.

GRANULAR BACKFILL – THE FOUNDATION SHALL BE ACCURATELY EXCAVATED TO LINES AND GRADES AS STATED. THE BEARING SHALL BE FIRM, UNIFORM AND APPROVED BY THE ENGINEER BEFORE THE CONSTRUCTION OF THE HEADWALL BEGINS.

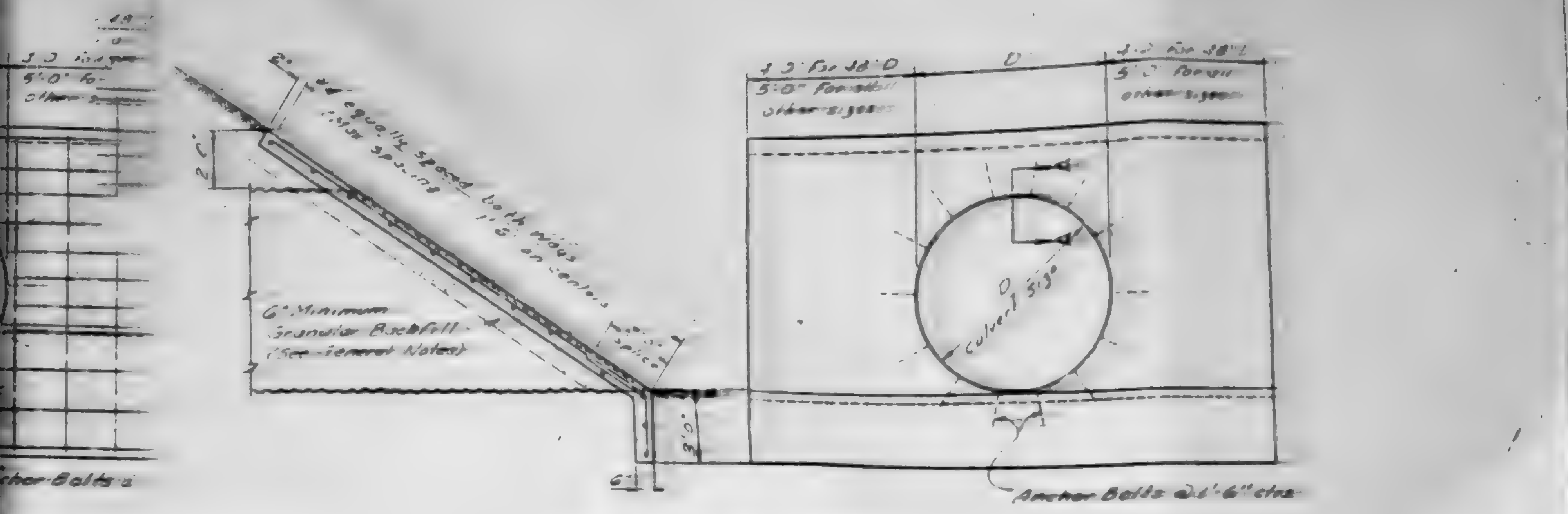
GRANULAR BACKFILL SHALL CONSIST OF A FINE GRANULAR NON-COMPRESSIVE MATERIAL SELECTED OR CONSERVED FROM ROADWAY OR BORROW EXCAVATION, OR IF SHOWN IN THE BID SCHEDULE SHEATHING MATERIAL SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 206 OR GRANULAR BACKFILL FILTER MATERIAL IN ACCORDANCE WITH SECTION 605.

ALTERNATE DESIGN – CONTRACTOR MAY ELECT TO CONSTRUCT HEADWALLS FROM PNEUMATICALLY APPLIED [illegible] APPROVAL OF THE METHOD BY THE ENGINEER.

PERPENDICULAR TO CENTERLINE ROADWAY
CENTERLINE ROADWAY
CENTERLINE CULVERT
SKEW ANGLE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[illegible] PORTLAND, OREGON

STANDARD
REINFORCED CONCRETE
HEADWALLS


3'-0" for 48" D
5'-0" for all other sizes
D
#4 equally spaced both ways 1'-6" on centers
2'-0"
6" Minimum Granular Backfill (See General Notes)
splice
3'-0"
6"
D culvert size
Anchor Bolts @ 1'-6" ctrs
Anchor Bolts

TYPE "B" - FULL BEVEL
(ROUND PIPE)

ESTIMATED QUANTITIES* — ONE HEADWALL
CONCRETE - CUBIC YARD

TYPE "A" - STEP BEVEL				TYPE "B" - FULL BEVEL				
SKEW ANGLE				SKEW ANGLE				
15°	30°	45°	60°	0°	15°	30°	45°	60°
3.22	3.30	3.46	3.85	2.65	3.00	3.41	3.43	3.76
3.67	3.76	3.96	4.25	3.66	3.72	3.80	4.00	4.48
4.10	4.22	4.48	5.06	4.22	4.26	4.37	4.63	5.21
4.56	4.70	5.01	5.68	4.77	4.89	4.97	5.29	5.98
5.20	5.34	5.70	6.54	5.33	5.39	5.56	5.93	6.77
5.69	5.88	6.32	7.24	5.91	6.21	6.23	6.65	7.60
6.10	6.31	6.79	7.86	6.50	6.58	6.80	7.31	8.45
7.02	7.28	7.87	9.20	7.11	7.20	7.46	8.03	9.33
7.54	7.83	8.48	9.92	7.74	7.85	8.14	8.79	10.24
8.02	8.35	9.05	10.65	8.37	8.48	8.81	9.53	11.78
8.80	9.17	9.98	11.74	9.02	9.18	9.55	10.37	12.14
9.06	9.46	10.27	12.14	9.68	9.82	10.22	11.11	13.14

* ement Steel quantities are
ed at 68 pounds per cubic yard.
es not include weight of Anchor Bolts.

ES ED QUANTITIES*
HEADWALL
TE - CUBIC YARD

PIPE-ARCH SIZE	IPE-ARCH - STEP BEVEL			
	SKEW ANGLE			
	15°	30°	45°	60°
6'-1" x 4'-7	3.35	3.74	4.58	6.47
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12-10 x 8-4	5.98	6.67	8.17	11.55
14-1 x 8-9	6.39	7.13	8.73	12.35
15-4 x 9-	6.82	7.61	9.32	13.19
16-7" x 10'-	7.51	8.26	9.50	14.51

NOTE: For 10" [illegible] Plates only.

GENERAL NOTES

SELECTION OF HEADWALL TYPE: UNLESS OTHERWISE CALLED FOR IN THE BID SCHEDULE OR SPECIAL PROVISIONS, TYPE "B" HEADWALL OR [illegible] SKEW SHALL BE USED. WARP FILL SLOPE AS REQUIRED.

SPECIFICATIONS: STANDARD SPECIFICATIONS FP 69

REINFORCEMENT STEEL: SHALL BE MADE TO DETAILS SHOWN AND TYPICAL FOR THE SEVERAL TYPES SHOWN.

CONCRETE: ALL CONCRETE SHALL BE CLASS "A" CONFORMING TO SECTION 601 OF THE SPECIFICATIONS. ALL CONCRETE SHALL BE MIXED USING A LOW ALKALI PORTLAND CEMENT WITH AN AIR ENTRAINING ADMIXTURE. ALL CORNERS SHALL BE CHAMFERED 3/4 INCH. ALL CONCRETE SHALL BE GIVEN A CLASS I, ORDINARY SURFACE FINISH.

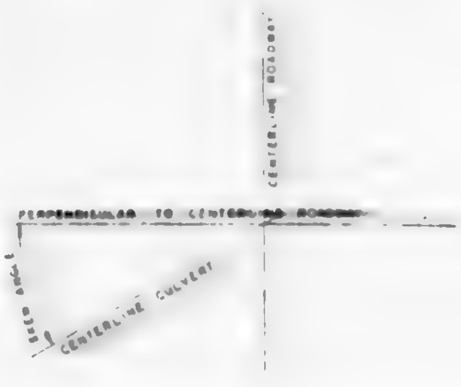
THE TABULAR QUANTITIES ARE THE ESTIMATED VALUES FOR THE CONTRACTOR'S CONVENIENCE IN ESTABLISHING HIS "LUMP SUM" BID. THEY ARE BASED ON A 3'-0" CUTOFF WALL, 1½:1 FILL SLOPE AND FOR THE SKEW ANGLE SHOWN.

CUTOFF WALLS: THE DIMENSIONS SHOWN ON THE PLAN ARE MINIMUM DEPTH UNLESS ROCK IS ENCOUNTERED AT A SHALLOWER DEPTH. EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH SECTION 206 OF THE SPECIFICATIONS.

GRANULAR BACKFILL: THE FOUNDATION SHALL BE ACCURATELY EXCAVATED TO LINES AND GRADES AS STAKED. THE BEARING SHALL BE FIRM, UNIFORM AND APPROVED BY THE ENGINEER BEFORE THE CONSTRUCTION OF THE HEADWALL BEGINS.

GRANULAR BACKFILL SHALL CONSIST OF A FINE GRANULAR NON-COMPRESSIVE MATERIAL SELECTED OR CONSERVED FROM ROADWAY OR BORROW EXCAVATION OR, IF SHOWN IN THE BID SCHEDULE, SHEATHING MATERIAL SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 208 OR GRANULAR BACKFILL FILTER MATERIAL IN ACCORDANCE WITH SECTION 605.

ALTERNATE DESIGN: CONTRACTOR MAY ELECT TO CONSTRUCT HEADWALLS FROM PNEUMATICALLY APPLIED MORTAR UPON APPROVAL OF THE METHOD BY THE ENGINEER.



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[illegible] OREGON

STANDARD
REINFORCED CONCRETE
HEADWALLS

1524

CON

December 29, 1982

JAL Construction, Inc.
62211 Powell Butte Road
Bend, Oregon 97701

Time Extension Request
Antelope Creek Culvert
Contract No. 9524
FAP No. BROS-0700(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed, and is denied.

Failure to perform, either by a contractor or any of his subcontractors or proposed subcontractors, is not a bona fide cause for additional contract time under the terms of our contract.

Should you wish to submit additional data or to review this matter further, please contact Project Manager Will Robertson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

JBJ:mk st

bc H. S. Coulter
C. T. Keasey
Dale Allen w/att.
W. W. Robertson w/att.

STATE OF OREGON

INTEROFFICE MEMO

Bend, OR 97708

TO: Bryant Jackmond
Contract Administration Engineer

DATE: December 22, 1982

FROM: Robert C Pool
Robert C. Pool
Region Operations Engineer

SUBJECT: Antelope Creek Culvert
Crook County
Contract No. 9524

This contract had an MBE requirement and the contractor acted in good faith by obtaining an agreement with Joe Reese to do the work. Joe Reese has done satisfactory work on other State contracts in this Region.

Joe Reese dragged his feet in signing the subcontract and finally refused to sign it late in the contract period.

Although a strict interpretation of the Specs would probably not justify additional time, I recommend we grant an increase of 13 days.

We force our contractors to have subcontracts with firms that are less qualified and less reliable than those they normally do business with. We shouldn't penalize them unnecessarily when a condition such as this creates a hardship for them.

12-23-82

W. E. Schwartz —

Recommend this request be denied. Not a valid reason for time extension. The issue is apparently between the prime and a prospective sub and should be resolved between them.

O. B. Jackmond

RCP:pw

Enclosure

cc: W.W.Robertson

RECEIVED
DEC 23 1982
CONSTRUCTION SECTION
CE
CAE
FOE
OCE
SCS
IC
FE
CR

1-125-1387

Contains Recycled Material

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10-171		County Crook
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BROS-700(4)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 124,458.00	$ 128,500.00
Federal funds	$ 99,566.00	$ 102,800.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Enginee
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 20, 1983

Federal-Aid Project No. BROS-700(4)

Antelope Creek Culvert
Crook County Road #518

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
Culvert (Sta. 100+00 to Sta. 109+00)

Subtotal of previous estimate August 20, 1982		$	109,654.62

Additional Items

Concrete Collar (P.A. #1)	All Required	$	2,952.05
	Increase	$	2,952.05
	Subtotal	$	112,606.67
	Engineering		15,893.33
	Total	$	128,500.00

Length of Project	0.0 mi.

Federal Funds	$	102,800.00
County Funds		25,700.00
Total	$	128,500.00

Group 1 100%
Contract No. 9524
Prefix: 207-1930
Prefix: 207-1049

9524

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-44	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible]	State Oregon County Crook Project No. BROS-0700(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Antelope Creek Culvert

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-82	0.00

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 124,458.00	$ 99,566.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator ____________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 20, 1982

Federal-Aid Project
No. BROS-0700(4)

Antelope Creek Culvert
Crook County Road # 581

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Culvert (Sta. 100+00 to Sta. 109+00)

Mobilization		All Required	$ 10,850.00
Temporary Protection and Direction of Traffic		All Required	2,500.00
Temporary Signs	92 Sq. Ft.	5.00	460.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 Lin. Ft.	5.00	1,000.00
Flagmen	50 Hour	15.00	750.00
Clearing and Grubbing		All Required	1,000.00
Ditch Excavation	350 Cu. Yd.	2.75	962.50
General Excavation	6,929 Cu. Yd.	1.98	13,719.42
Trench Excavation	98 Cu. Yd.	5.00	490.00
Finishing Roadbed and Slopes		All Required	2,100.00
1"-0 Aggregate Base	2,600 Ton	7.75	20,150.00
Class "B" Asphalt Concrete	550 Ton	35.00	19,250.00
24-inch Culvert Pipe	70 Lin. Ft.	20.00	1,400.00
78-inch Culvert Pipe	170 Lin. Ft.	69.81	11,867.70
96-inch Culvert Pipe	20 Lin. Ft.	99.00	1,980.00
96-inch by 78-inch Eccentric Pipe Reducer	1 Each	1,500.00	1,500.00
Bedding Material	152 Cu. Yd.	12.00	1,824.00
Guard Rail, Type 2A	875 Lin. Ft.	10.00	8,750.00
Guard Rail Anchors, Type 1	4 Each	330.00	1,320.00
Rail End Pieces, Type C	4 Each	90.00	360.00
Extra for Asphalt Approaches	5 Each	190.00	950.00
Loose Riprap, Class 100	50 Cu. Yd.	18.00	900.00
Loose Riprap, Class 700	163 Cu. Yd.	18.00	2,934.00
Filter Fabric	490 Sq. Yd.	1.30	637.00
			$107,654.62

Anticipated Items

Permanent Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	500.00
Roadside Seeding and Mulching	All Required	1,000.00
		$ 2,000.00
	SUBTOTAL	$109,654.62
	Engineering	14,803.38
	TOTAL	$124,458.00

Length of Project ---------- 0.00

Federal Funds (80%)---------	$ 99,566.00
County Funds ---------------	24,892.00
TOTAL	$124,458.00

Group 1	100%
Contract No.	9524
Prefix:	207-1930
Prefix:	207-1049

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

7/22/82 . . 9524
CANCELLED

SEE INSTRUCTIONS ON REVERSE

KEY ID# 163

REGION 4

SECTION
Antelope Creek Culvert
Crook County Road #581

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 207-1930

DATE 10-11-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		1,500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		400	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	940 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$ 10,700	$ 10,700
PREVIOUS AUTHORIZATION		$ 7,300
ADD. AUTH. REQUIRED		$ 3,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BROS-0700(3) 6-14-82

LOCATION ENGINEER'S REMARKS

Balanced Out.

PREPARED BY Phillip V. Lewellyn	DATE 10-11-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/18/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-15-82
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 10/14/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-6-81	

734-1914 (7-82)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO.: BROS-0700(4)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Crook
3. FROM: Dale E. Wilken, Division Administrator
FHWA — Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 20013

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE [illegible]
JUL 12 [illegible]

7. DATE AUTHORIZATION EFFECTIVE: 6/30/82
8. FEDERAL ROUTE NUMBER: Non-Federal aid
9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Antelope Creek Culvert Section

11. GENERAL DESCRIPTION OF WORK

Culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 6/11/82 and 6/25/82 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $143,000 Federal Funds $114,400 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6/22/82 that provisions of FHPM 7-5-1 have been complied with.

14. DATE: 6/30/82
15. SIGNATURE OF APPROVING OFFICIAL:
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/22/82
Donald L. Pout

July 22, 1982 Bid Letting ________ All Clear Deadline

SECTION Antelope Creek Bridge
Highway
County Crook Region 3
Type of Work G-Culvert Funds HBR (OS)
State OR Consultant ___ Plans Avail. ___ Yes ___ No.

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	Cat Exc
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					
PERMITS:						
Division of State Lands		☒			☒	
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey					☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0700(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO. 20013

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/14/82	Non Federal aid	County Road

10. GENERAL LOCATION:
Antelope Creek Culvert Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/7/82 I approve the revised Preliminary Engineering Costs to a TEC of $10,700 Federal Funds $8,560.

(Increase TEC $3,400 Federal Funds $2,720)

RECEIVED
STATE HWY ENGR
JUN 17 '82
REFER TO

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/14/82	G. K.	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1534

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

June 11, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Antelope Creek Culvert Section
Item No. 20018
Project No. BROS-0700(4)
Crook County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on July 22, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $143,000 with an obligation of $114,400 in Federal funds in accordance with the approved Certification Acceptance Plan.

A copy of the State Clearinghouse A-95 review conclusions was previously submitted.

DRH:bkc
Attachments

cc: D.D. Allen (Region 4)
Ken Husby (w/att.)
General Files

Form 734-3122

OREGON STATE HIGH[illegible]IVISION Hi[illegible]way # 2007
120 DOT Building
Salem, Oregon 97310

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-07[illegible](3) Prefix 207-1930

Project Name Antelope Creek Bridge #7C39
County Road # 581

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at [illegible], Oregon, this 17 day of May, 1982

County of Crook

Scott Hopper
County Judge/Chairman

Frances Burgess
Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date May 21, 1982

Instructions: Complete A or B and C.

9534.

Crook County

ROAD DESIGN SECTION

DES 16

L. L. Wallace
Assistant Bridge Engineer

April 7, 1982

Fred Eriksen
Fred Eriksen
Design Supervisor

Antelope Creek Bridge
County Road No. 214
Crook County

L Verstrec /
Anderson
Adams
[illegible]
CM - file copy obj V Sullivan [illegible]
Jarpin
[illegible]
Wakefield

RECEIVED
[illegible] 1982
ROAD DESIGN SECTION

Do Not [illegible]
Return To
[illegible]
Action

The purpose of this HBR (OS) project is to replace an existing bridge with a culvert and improve the road alignment.

The Hydraulics Section has recommended a 78-inch corrugated metal pipe with a concrete headwall with wings and apron on the inlet end (see attached copy of sketch in the hydraulics report).

Please furnish us with design sketches indicating wall thicknesses and rebar that can be drafted on the grading plans.

This project is presently on the July 22, 1982 contract schedule.

FE:ja

Attachment

bc Fred Eriksen

7534

Crook County

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: March 24, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Superelevation
Antelope Creek Culvert
Juniper Canyon
Crook County

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terrain
Trout
Wakerlig

RECEIVED
MAR 29 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring / /
Action

I have reviewed George Wills' proposal. Downhill grade from a long tangent approaching the curve left in question seems to warrant a greater super rate than .06 ft./ft. A 40 MPH "Safe Speed" would fit well on a flat grade but with vertical alignment a greater super is indicated. I'm instructing our design to proceed with 0.08 ft./ft. a 44 MPH "Safe Speed".

DRA:rw

cc: Fred Eriksen
George Wills

[illegible] w/ Olson
[illegible] w/ 0.8 ft.
A.

Team Leader Eriksen

PREFIX 207-1930 Design I. Miller

PROJECT Antelope Cr. Culvert TODAYS DATE 3-12-82

HIGHWAY Juniper Canyon SCHEDULE DATE 7-22-82

COUNTY Crook PRELIMINARY PLANS 4-8-82

TYPE OF FUNDS HBR (OS) % COMPLETE 30

AUTHORIZED FUNDS 6yr $170,000 CURRENT Field EST. $137.212

REVIEWING FUNDS ☐ YES ☐ NO

Comments (Design Problems):

Was told not to change super from .06 (Half super) to 0.10, or the 30 mph sag vertical curve to 45 mph sag vertical curve. Was told the major portion of the highway is 30 mph alignment. Location will change prospectus to indicate this.

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, Etc.):

Data Furnished For:	Date Furnished	Required Yes	Required No
Temp. Prot. & Direct. Traffic		✓	
R/W Descriptions	County		✓
Structures			✓
Illumination			✓
RR Encroachment or PUC			✓
Permanent Signing			✓
Traffic Signal			✓

	Est.	Used	Bal.
Designer	8	2	6
Revisions			
Sign Designer			
Revisions			
Draftsman			
Revisions			
Draftsman			
Total	8	2	6

COMMENTS:

Team Leader: George [illegible], Location, advised us on the design criteria to be used. F.E.

Final Design Engineer: D

Head of Engineering: Don't [illegible]

ANTELOPE CR. CK
CROOK CO RD

RECEIVED
MAR 15 1982
ROAD DESIGN
SECTION

Versteeg ✓
Anderson
✓ Adams
3 Olson
Sullivan
Tarpin
Young
Naharlic

Do Not File
Return to 3/2/82
Bring to
Action

THE 10° CURVE WITH PROPOSED SUPER OF .06 FT/FT WILL ASSURE "SAFE SPEED" OF SLIGHTLY OVER 40 M.P.H.

AASHTO SUGGESTED SUPER FOR AREAS WITH SNOW AND ICE INDICATE MAX. SUPER OF .08 FT/FT (BLUE BOOK PG 155). USEING e MAX TABLE FOR .08, A 10° CURVE WOULD CALL FOR .06 FT/FT SUPERELEVATION FOR A 30 M.P.H. DESIGN.

WITH 40 MPH DESIGN SUPERS OF .08 TO .10 FT/FT WOULD BE CALLED FOR, WHICH WOULD PRESENT DIFICULTIES FOR RECREATIONAL VEHICLES USING THE ROAD CONNECTION (TO THE COUNTY PARK) THAT IS LOCATED IN THE MIDDLE OF THE 10 DEGREE CURVE.

I BELIEVE THE 30 M.P.H. DESIGN IS COMPATABLE WITH THE TRAFFIC CHARACTER AND CONFLICTING CONCERNS WITHIN THIS PROJECT.

George C. [illegible]

OF OREGON
HWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

O: FILES

DATE: March 10, 1982

George C. Wills

FROM: George C. Wills
Location Field Engineer

SUBJECT: Antelope Creek Bridge
Crook County Road #214
HBR-OS

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
MAR 11 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

The prospectus for subject project was approved with 45 mph AASHTO standards indicated. Review of the project indicates that the design speed should have been 30 mph.

Geometric Design for Local Roads and Streets is an appropriate guideline. It indicates that the eight percent plus downgrade approaching the project site from the north out of rolling terrain is appropriate to the 30 mph criteria. Southerly of the project site is mountainous terrain with adjacent alignment with design speeds of 30 mph and less. Since the adjacent sections of county road are presently restrained to 30 mph and there is no plan to upgrade, it is appropriate that the subject section should conform to 30 mph design guidelines.

GCW:ge

cc: J. H. Versteeg
W. Robertson

RECEIVED
MAR 12 1982
LOCATION
SECTION

9524

Crook County

DES TG

ROAD DESIGN SECTION

March 16, 1982

Will Robertson
Project Manager

Fred Eriksen
Fred Eriksen
Design Supervisor

Antelope Creek Culvert
County Rd. #581
Crook County

1 ✓
2
3

RECEIVED
MAR 17 1982
ROAD DESIGN SECTION

Do Not File ☐

Attached is a 1" = 50' sketch of a proposed ditch to carry water from the gully right of Sta. 5+00 to the creek. We believe an easement or R/W will be needed to cover the work area indicated by the cut and fill slope lines.

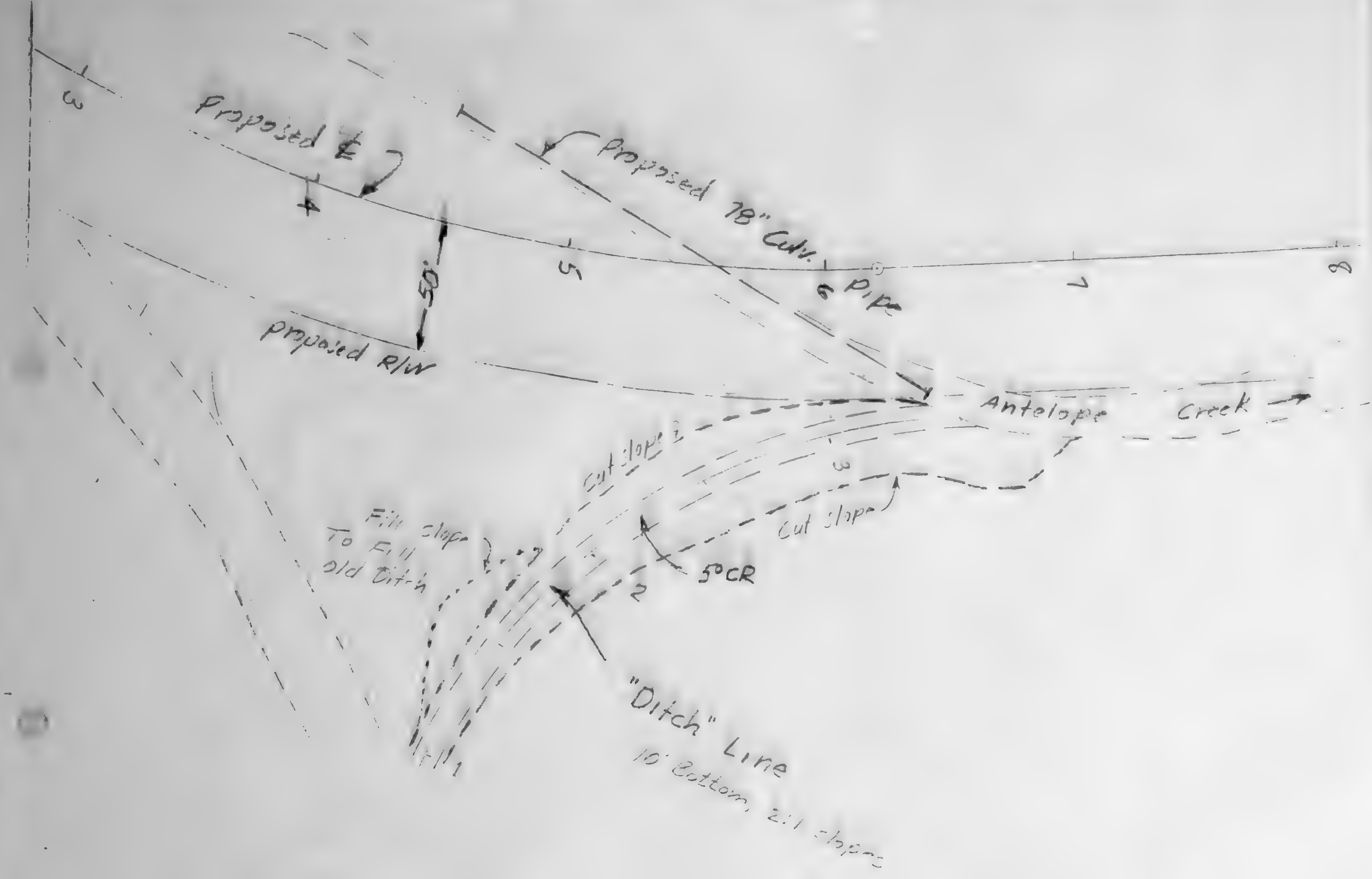
Since a R/W width for the road to the old county park is not shown, it appears an easement or R/W might be needed for the connection to it right of Sta. 3+85±.

Please arrange for the R/W or easements required through the County and send us a copy of the limits so we can show them on the contract plans.

FE:rw

Attachment

cc: Jerry Miller W/Attach.


3
Proposed ℄
4
Proposed 78" Culv.
5
50'
6
Pipe
7
8
Proposed R/W
Antelope Creek
Cut slope 1
3
Cut slope
Fill slope
To Fill
old Ditch
5°CR
2
1
"Ditch" Line
10' Bottom, 2:1 slopes

ANTELOPE CREEK CULVERT
NARRATIVE REPORT

2-26-82

The purpose of this project is to replace a old and narrow bridge, on very poor alignment, with a culvert on improved alignment.

Crook County perfomed the survey work, establishing center line, levels and ties to a section corner.

The R/W will be obtained from the Bureau of Land Management by Crook County.

A drainage map was prepared from a 15 min. topographic map, showing the approx. drainage area. When this survey and vicinity map [redacted] was produced, Antelope Creek was dry although the pictures of a stream was taken a few days later during a snow melt.

The existing bridge and the paved approaches will be removed by Crook County after this project is constructed.

All materials for this project will be from a commercial source. There is a active source approx 10 miles towards Prineville from the project.

The existing road connection to the old County Park and the oil mat was shown removed in the grading quantities. A new connection will be constructed Rt. of Sta. 3+80. A 10 ft channel change will handle the run off water Rt. of Sta. 5+00 , the quantities are included in the general excavation item. Any extra grading materials (if any) could be wasted within the project, at guard rail tapers and Lt. of Sta. 1+50.

There will be no available power for 110 volt flashers.

A profile of the proposed 72" culvert was determined, some excavation will be involved but more bedding material will be required for a 1 ft. depth in the bedding material. (Note: Boulders in Pictures).

Crook County has proposed the 72 inch size for the proposed culvert. This office has not calculated the possible run off during a hard summer thunder storm, so this may overflow this sized culvert. If a overflow was to occur it would follow the Lt.fill slope until it could cross the paving back into the natural channel, slope protection or this slope could be obtained from the excavation materials found on the project if specifications could be made specifing a rock slope from existing materials.

Hydraulics manual was followed with the following comments. A 36 inch CMP under a road to a subdivision approx. 1 mile upstream, overflowed five or six years ago, covering the road with possible 1 foot of water. It occured during the summer with no visible marks remaining. A high water mark was found near the proposed inlet of the culvert, date unknown (see notes).

No utilities are involved with this project.

W.W. Robertson
2-26-82

4504

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0700(3)
2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator
4. PROGRAM NO.
5. ITEM NO. 20013
2A. COUNTY NAME Crook
6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-6-81
8. FEDERAL ROUTE NUMBER Non-Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

ANTELOPE CREEK CULVERT SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including Archeological Salvage TEC $7,300; Fed Funds $5,840
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated October 26, 1981

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11-6-81
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for the Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7524

November 6, 1981

Crook County Court
Courthouse
Prineville, OR 97754

[illegible] 4

Attention: [illegible]
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7524

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Antelope Creek Culvert Section of County Road No. 581.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dme

Attachment

bc: Don Harwell (Conformed agreement attached)

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Approx. 13 mi. S.E. of Prineville "Antelope Creek Culvert Section"	117	20013	BROS-0700(3)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Crook 013

A-95 Review:

State Cl. Ho. .... Exempt ___ Date Approved 10-13-81 PNRS No. OR 810918-030-2

Dist. 10 Cl. Ho. ..... Exempt ___ Date Approved ___ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 9-16-81

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2 .

(2) Antelope Creek bridge Str. No. 7C-39.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 7,300.00	
FF	$ 5,840.00	160 } 200 Free. Design of Culvert
STATE	$ 40.00	40
Co.	$ 1,420.00	

For PR-37:
Field Phase $ ___
PS&E Phase $ ___

PRO RATA 80%

REMARKS:
1) Attached is a copy of Authority for Survey and sketch maps.
2) Included in the bridge replacement inventory with a sufficiency rating of 16.5.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-26-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

75341

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

H.S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Antelope Creek Culvert

DATE: 10-13-81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified XXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(4)Engr.: D.D. ALLEN
Dis.(10)Engr.: R.L. LAMMERT

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 810918-030-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

BEN GIFFORD

9-17-81

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DIVISION
OCT 09 1981

PNRS STATE REVIEW

Project #: OR 810918-030-2 Return Date: OCT 09 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

PNRS 810918-030-2

The Oregon Department of Fish and Wildlife has no objection to the Antelope Creek Culvert Replacement Project in Crook County. However, we recommend this project be undertaken during the no flow period to avoid siltation of Prineville Reservoir.

We appreciate the opportunity to review and comment on this project.

Agency Fish & Wildlife By James A.

Bill

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
SEP 21 1981
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 810918-030-2 Return Date: OCT 09 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

This area is very susceptable to flash flooding which should be considered in project design.

Agency Lands By William Parks

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Antelope Creek Culvert

HIGHWAY NAME: Juniper Canyon Road

HIGHWAY NUMBER: CR 581

REGION 4	ADMINISTRATIVE DISTRICT 10	COUNTY Crook	CITY

LENGTH: 0.2

MILEPOST NUMBER: 12.5 TO 12.7

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER [✓ HBR (OS)]

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER Culvert

PROJECT DESCRIPTION

Replace the existing bridge over Antelope Creek, 13 miles S.E. of Prineville on County Road #581, with a culvert on improved alignment.

County is in process of obtaining a R/W grant from the B.L.M.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 275 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☒	☐	☐	☐
	PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 45

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 10-15-81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11'	2 - 12'
SHOULDERS	2 - 0'-3'	2 - 3'
MEDIANS	no	no
PARKING LANES	no	no
SIDEWALKS	no	no
BIKEWAYS	no	Shoulders adequate for bicycles
INTERCHANGES	no	no
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures Large culvert	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream Antelope Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☐	☒
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☒	☐	☐
Material Source Commercial	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	——
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	——
CORRIDOR APPROVAL	( )	——
FIELD SURVEY	(4)	1
PRELIMINARY DESIGN	( )	——
DESIGN APPROVAL/FINAL EIS	( )	——
RIGHT-OF-WAY DESCRIPTIONS	( )	——
RIGHT-OF-WAY ACQUISITION	( )	——
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE May-June, 1982 (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Stone Base	13"	
Level Course	2"	
Asph. Concrete	3"	2"

7 - TYPICAL SECTION AND LOCATION

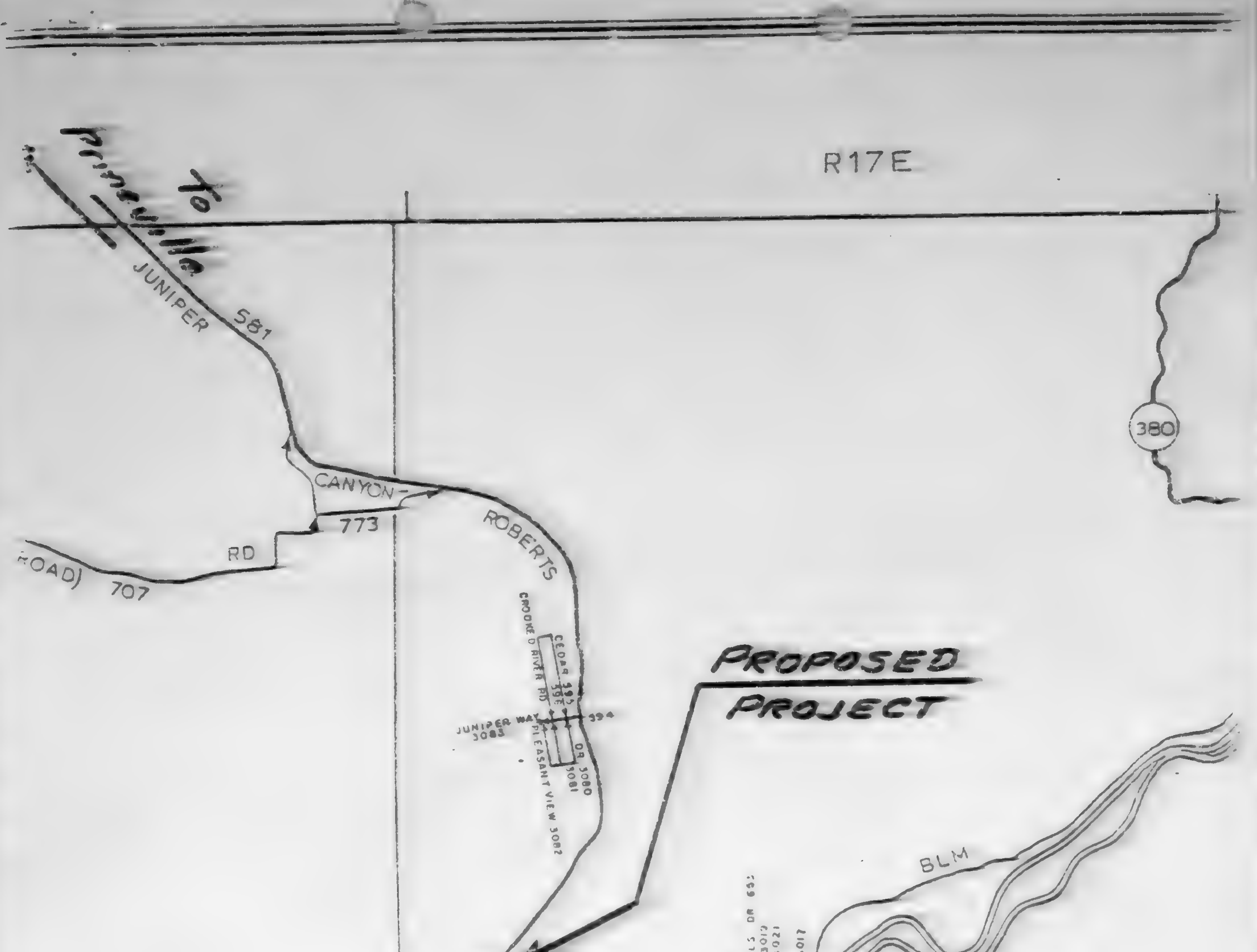
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	7,600	
RIGHT OF WAY	--	
TRAFFIC CONTROL	1,915.	6000
ILLUMINATION	--	
STRUCTURES 72" C.M.P.	30,000.	
RAILROAD	--	
ROADWAY	73,345.	
OTHER	--	
ENGINEERING & CONTINGENCIES	42,140.	
PROJECT TOTAL	$ 155,000.	$159,085

SUBMITTED BY
Region Federal Aid Engineer

FORM 734-1730 (12-78) Page 4


R17E
To Prineville
JUNIPER 581
CANYON
773
RD
ROAD) 707
ROBERTS
CROOKED RIVER RD
CEDAR 395
396
394
JUNIPER WAY 3083
PLEASANT VIEW 3082
DR 3080
3081
380
PROPOSED PROJECT
BLM
CANYON RD 3018
JASPER KNOLLS DR 653
RIDGE RD 3013
BENCH RD 3021
SANDY LN 3017
PRINEVILLE RESERVOIR STATE PARK
581
518
RESERVOIR
PRINEVILLE
ROAD)
JUNIPER 680

24

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

September 17, 1981

TO:
Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council
of Governments
460 SW Madison #7
Corvallis, Oregon 97330

ORIGINAL SIGNED BY
D. E. SWAN

FROM:
D. E. Swan
Operation Programming Engineer

SUBJECT:
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: Antelope Creek Culvert
Highway: Crook Co. Rd. #581
County: Crook

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 19, 1981.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 4 Engr.: D.D. Allen
Dis. 10 Engr.: R.L. Lammert
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY. ENGR
SEP 17 '81
REFER TO
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Antelope Creek Culvert	
11	12] PROJECT LOCATION—CITY Crook Co. Rd. #581 PROJECT LOCATION—COUNTY Crook	PROJECT LOCATION [79 SEC: T:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The purpose of this project is to replace an old narrow bridge, on poor [71

07 12] alignment, with a culvert on an improved alignment. The existing structure [71

08 12] is approximately 13 miles S.E. from Prineville on the road to Prineville [71

09 12] Reservoir State Park. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
124,000	----	----	31,000	----	155,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: Sept. 17, 1981

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Oct. 43] DAY [44 19 45] YEAR [46 1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 17, 1981

VI. If project includes state funds (12C), identify agency --------

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section Antelope Creek Culvert
Highway Crook County Road No. 581
County Crook
Region 4
(Attach Project Location Map)

Date September 15, 1981
City ______ Hwy. No. 581 County
Begin M.P. ______ Length 0.2
Program Estimate $155,000.
Funding Source HBR(OS)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of this project is to replace an old narrow bridge, on poor alignment, with a culvert on an improved alignment. The existing structure is approximately 13 miles S.E. from Prineville on the road to Prineville Reservoir State Park. It was recently temporarily repaired to bring it to a load rating of 13 tons from 2 tons prior to repair. Alternates would be to construct a new bridge or no-build which would result in continuing, costly repairs.

C. Recommended Project Classification:

Project Class	Documentation
______ I	Draft and Final EIS
X II	Categorical Exclusion
______ III	Environmental Assessment

Other Documentation:

___ Wetlands Finding
___ Cultural Resource Survey
___ Section 106 Procedures
___ Noise Study Report
___ Indirect Source Construction Permit
___ Section 4(f) Determination

Basis for Recommended Classification:

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	Yes-Paved
Average Daily Traffic (Volume and Year)	275 - 1980	
Alignment (New, Combined, Existing)		New
Speeds (Posted and Estimated)	55 20	45

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 1.5
Estimated Number of Parcels 1
Residential Relocation (No.) 0
Business Relocation (No.) 0

Describe:
R/W will be variable width. Property is owned by U. S. Department of Interior, Bureau of Land Management. Crook County is in the process of applying for a R/W grant.

2. Estimated Impact on Land Use:
The project is approximately 900 feet long. The first 200 feet is on another road and/or R/W. Approximately 250 feet is over sagebrush and juniper between an old road and the high bank of Antelope Creek. Approximately 250 feet is over the creek from high bank to High Bank (exist. road fill). The remaining 200 feet is on the existing road and/or R/W (see attached sketch).

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

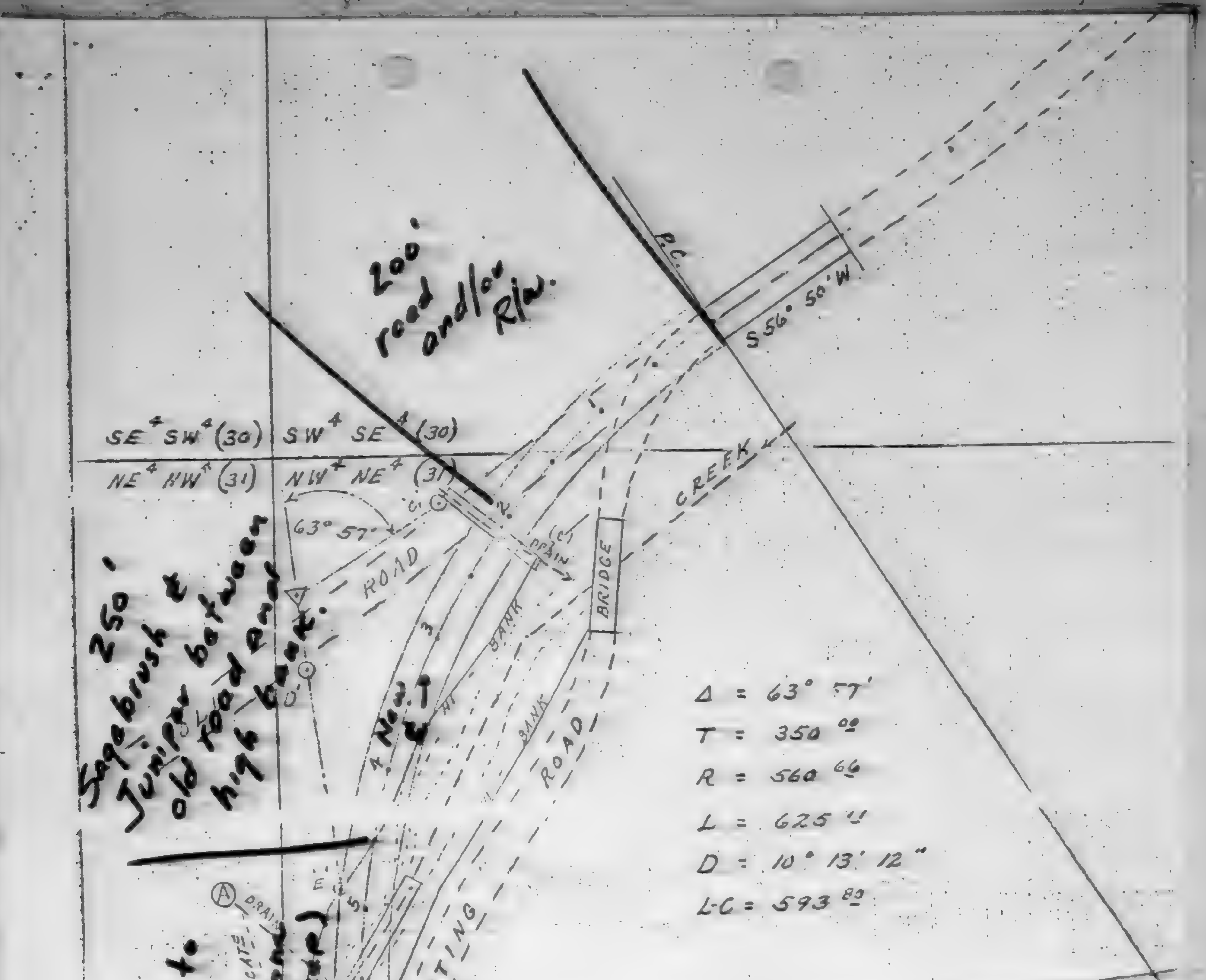
Volumes will remain the same. Safety will be enhanced. Flow will not be impeded as it now is due to narrow bridge.

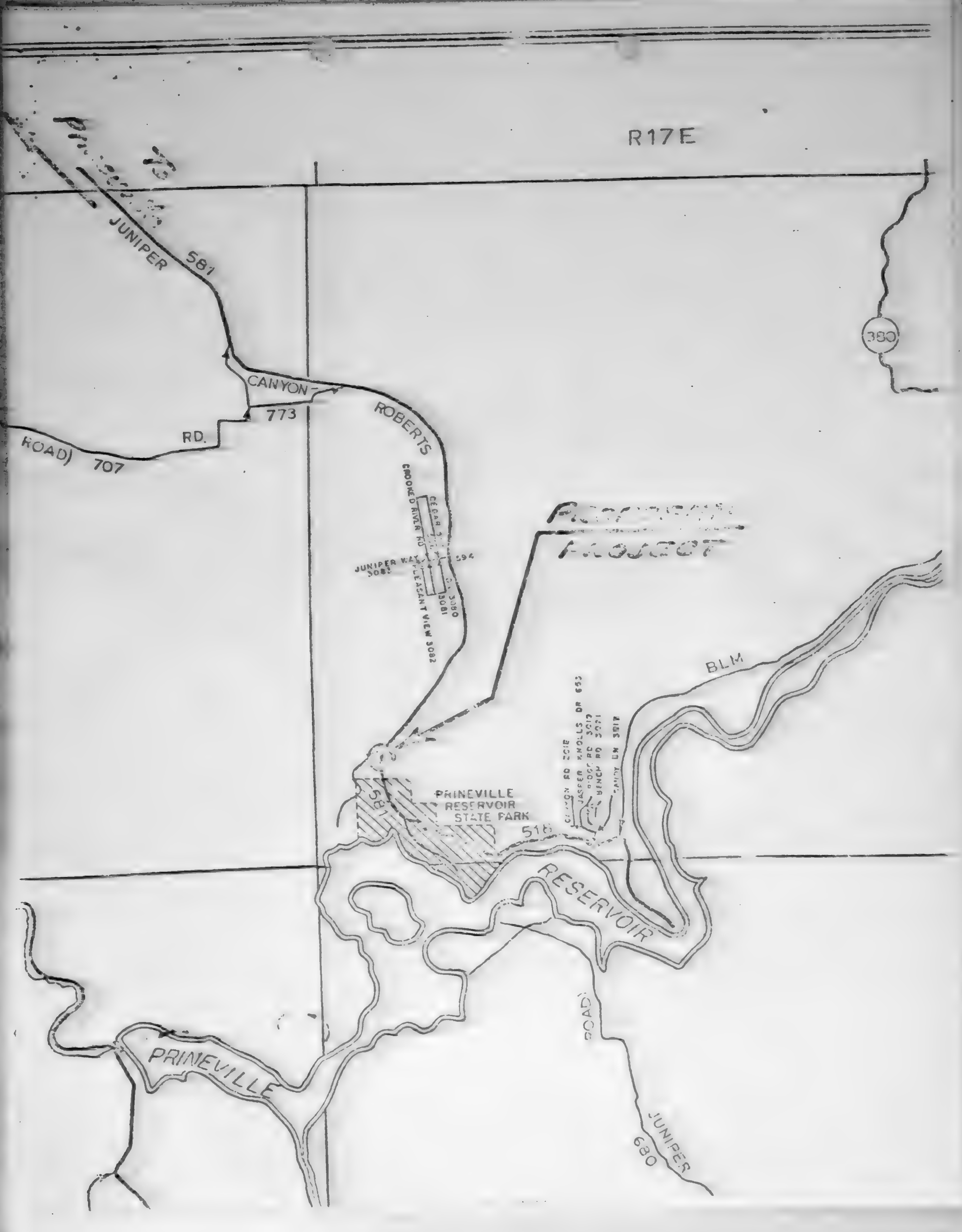
4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
None apparent. Antelope Creek is an intermittent stream that carries water only during times of runoff, and is dry the rest of the time.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
Will eliminate a safety hazard for travelers to and from the Prineville Reservoir State Park.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Name of Preparer and Phone Number: JR Haydon 388-6185


200' road and/or R/w.
P.C.
S 56° 50' W
SE 4 SW 4 (30)
SW 4 SE 4 (30)
NE 4 NW 4 (31)
NW 4 NE 4 (31)
63° 57'
ROAD
DRAIN
BRIDGE
CREEK
BANK
BANK
ROAD
250' Sagebrush & Juniper between old road and high bank.
A New ¢
Δ = 63° 57'
T = 350^{00}
R = 560^{66}
L = 625^{11}
D = 10° 13' 12"
L.C = 593^{80}
A
DRAIN
RELOCATE
E
250' Over creek high bank to high bank (Creek bottom 15'-20' deep)
EXISTING
P.T.
200' road and/or R/w
ANTELOPE
E.O.P.
07'E
PROPOSED :
30 FT. OF DRIV.
APPROXIMATELY
$ 4500
$ 50


R17E
To Prineville
JUNIPER 581
CANYON
773
RD.
ROAD) 707
ROBERTS
CROOKED RIVER RD
CEDAR
JUNIPER WAY 3083
594
PLEASANT VIEW 3082
3081
3080
PROPOSED PROJECT
380
BLM
CANYON RD 3016
JASPER KNOLLS DR 653
RIDGE RD 3019
BENCH RD 3021
SANDY LN 3017
PRINEVILLE RESERVOIR STATE PARK
581
518
RESERVOIR
PRINEVILLE
ROAD)
JUNIPER
680

9534

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-0000(-)
Antelope Creek ~~Culvert~~
Crook County Road No. 581 HBR(OS)
Crook County

Date: September 16, 1981

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your September 15, 1981, letter has been reviewed. We concur with your opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

for Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg IV, Env)

ENVIRONMENTAL SECTION
September 17, 1981

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
L. E. George (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
R. H. Prange
Phil Lewellyn
Surfacing Design
Dale Allen
John Hagedorn
Rolland VanCleave
Robert Lammert

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date September 15, 1981

Section Antelope Creek Culvert

City ____ Hwy. No. 581 County

Highway Crook County Road No. 581

Begin M.P. ____ Length 0.2

County Crook

Program Estimate $155,000.

Region 4

Funding Source [✓ HBR(OS)]

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of this project is to replace an old narrow bridge, on poor alignment, with a culvert on an improved alignment. The existing structure is approximately 13 miles S.E. from Prineville on the road to Prineville Reservoir State Park. It was recently temporarily repaired to bring it to a load rating of 13 tons from 2 tons prior to repair. Alternates would be to construct a new bridge or no-build which would result in continuing, costly repairs.

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Project Class	Documentation
____ I	Draft and Final EIS
x II	Categorical Exclusion
____ III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

D. Descriptions:	Existing Facility	Proposed Facility
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Speeds (Posted and Estimated)	55 20	45

(12-15-80)

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Estimated Number of Parcels 1
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Business Relocation (No.) 0

Describe:
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Will eliminate a safety hazard for travelers to and from the Prineville Reservoir State Park.

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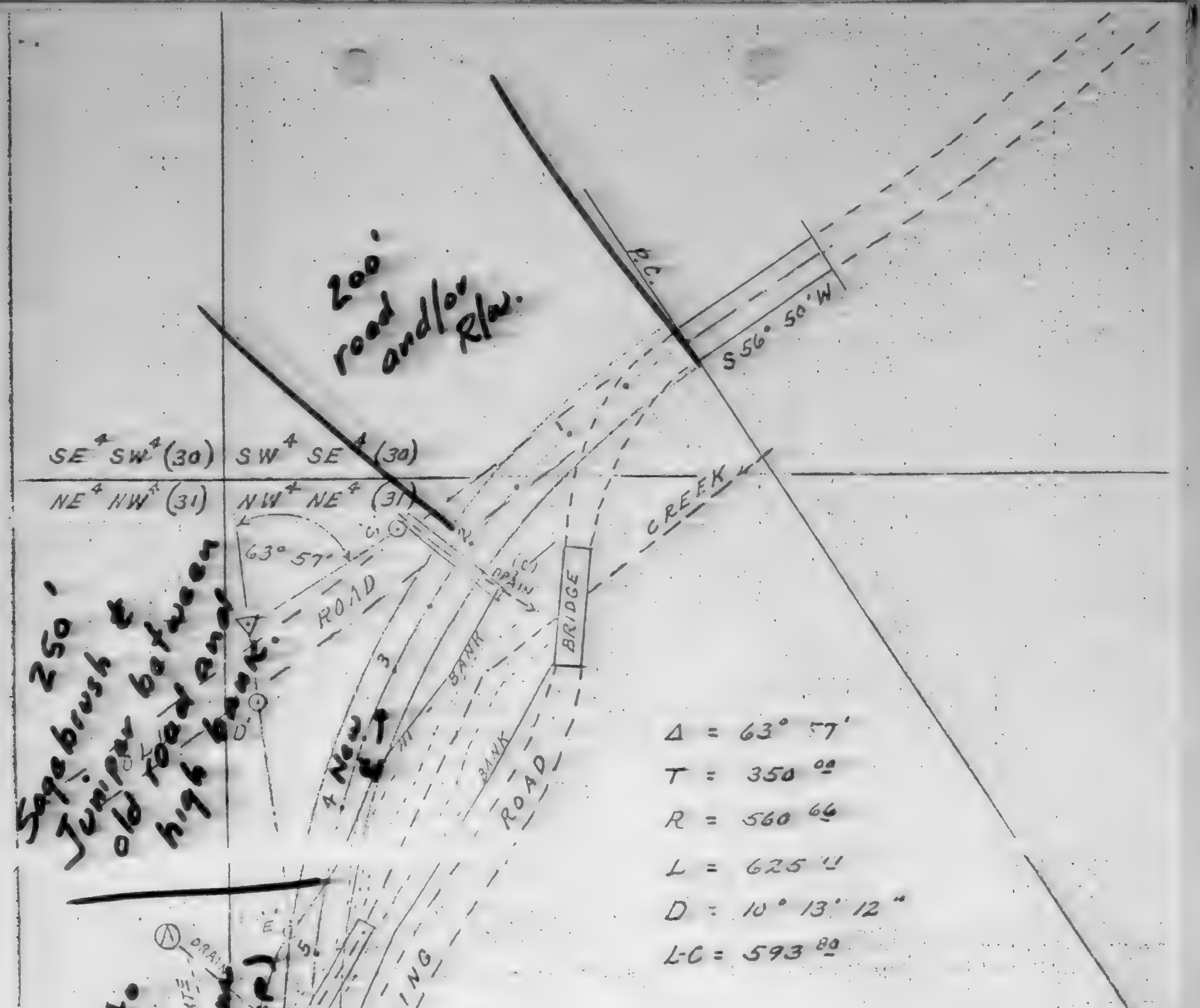
Name of Preparer and Phone Number: JH Haydon 388-6185


200' road and/or R/w.
P.C.
S 56° 50' W
SE¼ SW¼ (30)
SW¼ SE¼ (30)
NE¼ NW¼ (31)
NW¼ NE¼ (31)
63° 57'
ROAD
DRAIN
CREEK
BRIDGE
BANK
BANK
ROAD
250' Sagebrush & Juniper between old road and high bank.
New ℄
Δ = 63° 57'
T = 350.00
R = 560.66
L = 625.11
D = 10° 13' 12"
L-C = 593.80
DRAIN
RELOCATE
EXISTING
250' Over creek high bank to high bank (Creek bottom 15'-30' deep)
P.T.
200' road and/or R/w
ANTELOPE
E.O.P.
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PROPOSED :
30 FT. OF DRIVI
APPROXIMATELY
$ 4500
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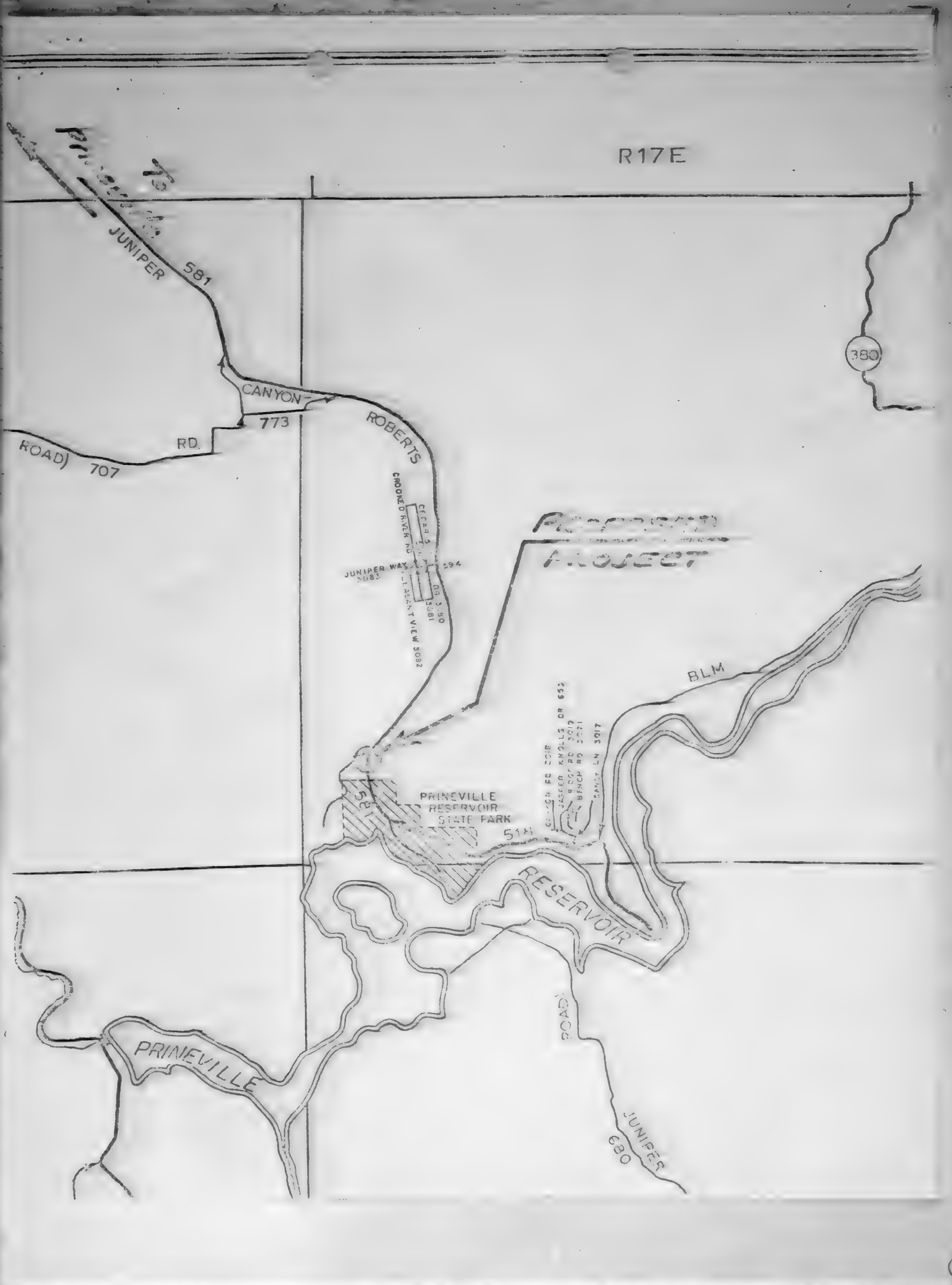
R17E
To Prineville
JUNIPER 581
CANYON
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ROBERTS
RD.
ROAD 707
380
CROOKED RIVER RD
CEDAR
JUNIPER WAY 3083
594
PLEASANT VIEW 3082
DR 3.90
3081
Proposed Project
BLM
JASPER KNOLLS DR 653
BENCH RD
LN 3017
PRINEVILLE RESERVOIR STATE PARK
581
518
RESERVOIR
PRINEVILLE
ROAD
JUNIPER
680

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: D. E. Swan
Project Management

DATE: September 8, 1981

FROM: J. R. Hagedorn
J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Antelope Creek Culvert
(Replacing Br. # 7C39)
HBR (OS) Project
Crook County

9-14-81
cc: Terpin
Gifford

COMMISSION APPROVED
ON 7-21-81 FOR FY1982

Enclosed is the Project Request, Authority for Survey, Location Prospectus, and Project Category Request for the above proposed HBR project.

I have forwarded the original PCR to the Environmental Section. Would you please forward to them the photos attached to the prospectus.

Region Costs:

Field Survey	(901)	$1,400.
Soils & Geology	(910)	200.

Total P.E. $7,600.

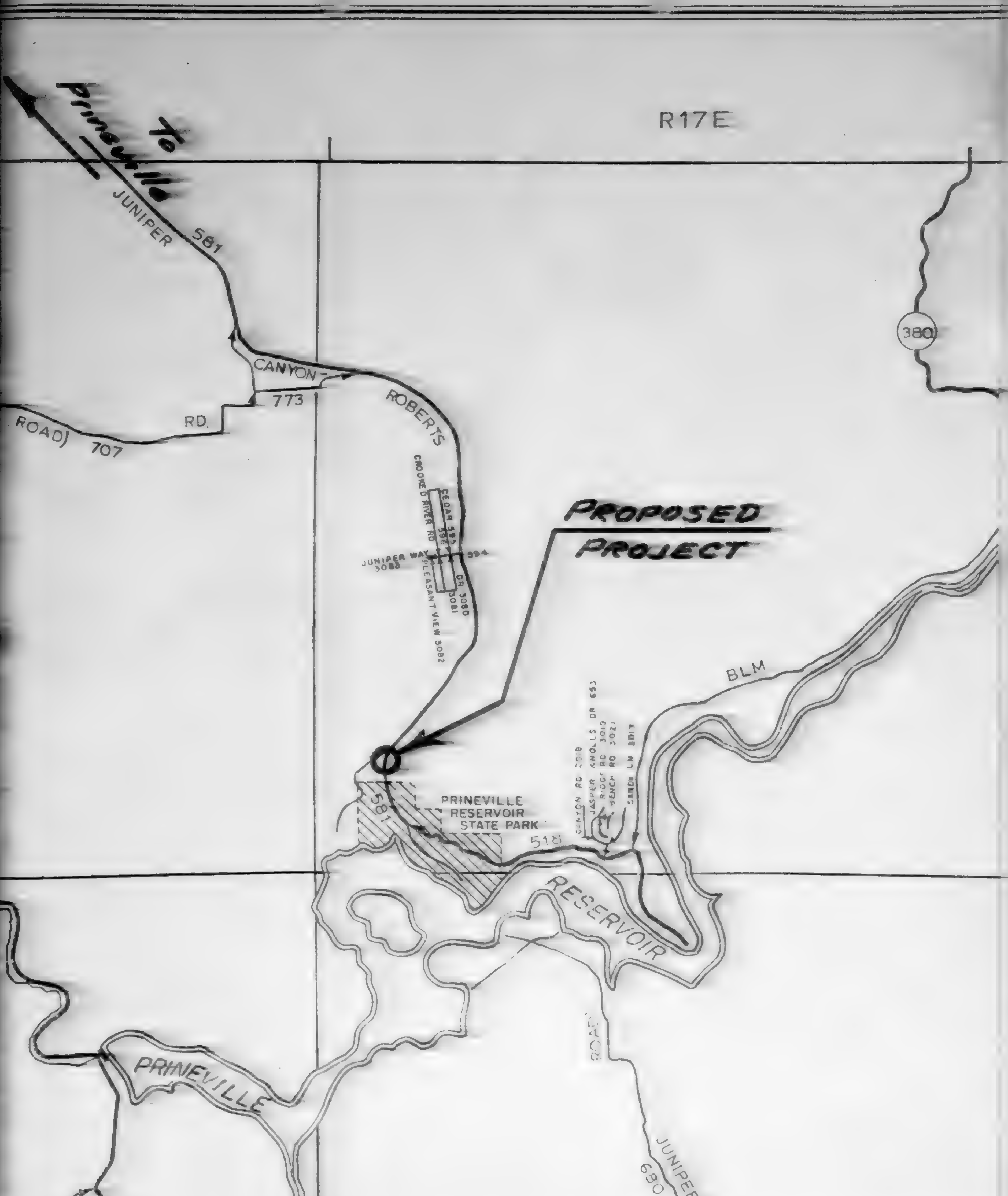
JRH:pw

Enclosures

cc: Gary Potter
Phil Lewellyn

D. E. Swan - Please Program & Update PMS.

cc w/Attachment:
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
F. Lowe
Region 4:
J. R. Hagedorn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518
RESERVOIR
PRINEVILLE
ROAD
JUNIPER
690

Form E-29 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISI

AUTHORITY FOR SURVEY

Section Antelope Creek Culvert

Highway Crook County Road No. 581

County Crook

Date August 17 19

Authorization No. 1

Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.:

Approximately 200 ft. downstream from the existing bridge over Antelope Creek; 13 miles more or less southeasterly from Prineville on County Road @581 (road to Prineville Reservoir State Park).

Proposed:

Replace dilapidated, narrow bridge with a culvert.

Purpose of survey:

Prepare plans, specifications and cost estimate for a HBR (OS) contract project.

Estimate of C

Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem). . .

Requests made by:

H H Hagedorn
~~Field Engineer~~
Region Federal Aid Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

23024-731

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date August 17, 1981

Section Antelope Creek Culvert

City ____ Hwy. No. 581 County

Highway Crook County Road No. 581

Begin M.P. ____ Length 0.2

County Crook

Program Estimate $155,000.

Region 4

Funding Source HBR(OS)

(Attach Project Location Map)

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Will eliminate a safety hazard for travelers to and from the Prineville Reservoir State Park.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Name of Preparer and Phone Number: 388-6185

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE.

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: August 17, 1981

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Antelope Creek Culvert

HIGHWAY NAME: Juniper Canyon Road

HIGHWAY NUMBER: CR 581

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Crook

CITY:

LENGTH: 0.2

MILEPOST NUMBERS: 12.5 TO 12.7

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR (OS)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER Culve

PROJECT DESCRIPTION

Replace the existing bridge over Antelope Creek, 13 miles S.E. of Prineville on County Road #581, with a culvert on improved alignment.

County is in process of obtaining a R/W grant from the B.L.M.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 275 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☒	☐	☐	☐
	PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 45

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES

	EX[illegible]NG NUMBER AND WIDTH	[illegible]ROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11'	2 - 12'
SHOULDERS	2 - 0'-3'	2 - 3'
MEDIANS	no	no
PARKING LANES	no	no
SIDEWALKS	no	no
BIKEWAYS	no	no
INTERCHANGES	no	no
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures Large culvert	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream Anteiope Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	M
Right of Way (cont.) Improvements	☐	☒	
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	
Railroad Encroachment	☐	☒	
Permits	☒	☐	
Conditional Use	☐	☐	
Flood Plain	☐	☒	
Irrigation District	☐	☒	
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	
DEQ NPS Air Pollution	☐	☒	
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	[illegible]	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☒	☐	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source - Commercial	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY	4	1
PRELIMINARY DESIGN		
DESIGN APPROVAL FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE May-June, 1982 (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Stone Base	13"	
Level Course	2"	
Asph. Concrete	3"	2"

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

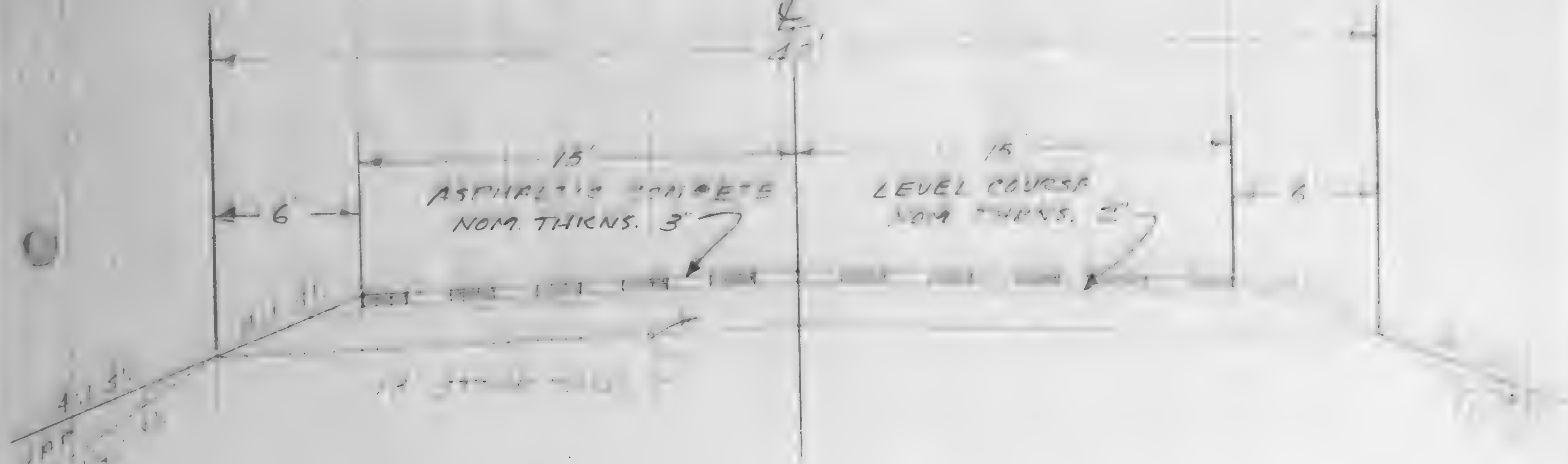
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	7,600	
RIGHT OF WAY	--	
TRAFFIC CONTROL	1,915.	
ILLUMINATION	--	
STRUCTURES 72" C.M.P.	30,000.	
RAILROAD	--	
ROADWAY	73,345.	
OTHER	--	
ENGINEERING & CONTINGENCIES	42,140.	
PROJECT TOTAL	$ 155,000.	

SUBMITTED BY

Region Federal Aid Engineer

TYPICAL SECTION


℄
42'
15'
15
6'
6
ASPHALTIC CONCRETE
NOM. THKNS. 3"
LEVEL COURSE
NOM. THKNS. 2"
4:1 3'

ANTELOPE CREEK CULVERT
(BRIDGE REPLACEMENT)
COUNTY ROAD NO. 59
[illegible] COUNTY

FEDERAL AID PROJECT REQUEST

Date: August 17, 1981

Applicant Agency Crook County

Request for: Off System X ____, FAS-C ____, FAUS ____, Project HBR

Federal Aid Route No. ____ Route Name ____

Project Name ____

Antelope Creek Culvert

Project Length 0.2 miles Project Location (attach sketch map) ←

Project Description ____

Replace existing bridge with a culvert and construct 900' of approaches on a new alignment.

Average Daily Traffic 275 Design Speed 45

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) ←

Width 22' Travel Lanes 11' Shoulders 0

Medians ____ Parking ____

Sidewalks ____

Remarks ____

See photos

2. Desired Roadway Cross Section: (Attach sketch) ←

Width 30' Travel Lanes 12' Shoulders 3'

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X

Remarks County is in process of applying for a R/W grant from the B.L.M.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Applicant

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 13 mi. S.E. of Prineville over Antelope Creek on County Rd. 581

Type Pony truss

Approach Roadway Width 22 ft. Shoulder Width 0

Length 61' Width [illegible]

To remain in place? No

County to remove

2. Proposed Structure:

Location Downstream 200 feet from existing bridge.

Approximate Size: Length 200 feet. Width 72" C.M.P.

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Streambed strewn with large boulders. The bedding for the culvert should receive special attantion.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Walt Martin, Roadmaster
Office

2. Environmental — Walt Martin, Roadmaster
Office

3. Public Hearing — Walt Martin, Roadmaster
Office

Remarks

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:
Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes S No ______
If "yes" describe briefly: County forces will remove existing bridge upon completion of contract.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 73,345.
Right-of-Way costs (if participating)	--
Traffic Control	1,915.
Illumination	--
Structures 200' x 72" C.M.P.	30,000.
Railroad	--
Other Const. Engrg. & Cont. (40%)	42,140.
Preliminary engineering	7,600.
PROJECT TOTAL	$ 155,000.

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Crook COUNTY

BY: ______
BY: ______

BY: Dick Hopper - Judge
BY: ______
BY: ______

(P.CA((?)1 (_ ACCT 11-16. 10

Form E-39 (Rev-9-71)

7524

OREGON STATE HIGHWAY DIVISIO

AUTHORITY FOR SURVEY

Section Antelope Creek Culvert

Date August 17, 1981

Highway Crook County Road No. 581 H[illegible] OS

Authorization No. 1

County Crook #7

Survey Prefix 207-1930 (Assigned by Salem office)

Description of termini, route, length, etc.:

Approximately 200 ft. downstream from the existing bridge over Antelope Creek; 13 miles more or less southeasterly from Prineville on County Road @581 (road to Prineville Reservoir State Park).

Proposed:

Replace dilapidated, narrow bridge with a culvert.

Purpose of survey:

Prepare plans, specifications and cost estimate for a HBR (OS) contract project.

BROS-0700(3)
11-6-81

		Estimate of Co
Field Survey	(901)	1,400
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design (927)	(906)	200
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	2,000
Environmental	(923)	200
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Eng.)	(922)	100

Approved by Comm 7-21-81 BROS 155,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
SEP 30 1981
LOCATION SECTION

Total estimated cost of survey $7,300

Previous authorization . . . . ______

Additional authorization requested . . . . ______

Additional authorization approved (Salem) . ______

Total all authorizations approved (Salem). . ______

Requests made by: JH Hayden
~~Field Engineer~~ Region Federal Aid Engineer

Recommended for Approval: Dale D Allen
Regional Engineer

Recommended for Approval: Frank E. [illegible]
Location Engineer

Approved: E S Hunter
Assistant State Highway Engineer

S.P.23604-731

95214

PLA 14-1

DATE: July 13, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the July 21, 1981, meeting will be a request to add replacement of the Antelope Creek Bridge (County Road No. 214) in Crook County. The estimated cost of a replacement is $150,000. The local match will be the responsibility of Crook County.

Funds for replacement of this structure are available from the 1982 HBR Off System Program due to the favorable bids received recently on other HBR Off System projects. Due to structural deterioration, this structure has been recently limited to passenger car traffic. County Road No. 214 is the principal access to the Prineville Reservoir State Park. It is anticipated to replace the structure with a culvert pipe.

This project has been investigated and is eligible for funding under the HBR Off System Program. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

JEC:jrb ji

bc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
C. T. Keasey
W. J. Hart
D. E. Swan
D. D. Allen
R. W. Gormsen
George Bell

1982 Foley Slough (Fry Lane) Br. 9522
Sec. of Fry Lane County Rd. near
Burns. (Gr., Base & Structure)

OHA 7488 6/19/81

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 139863

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 7/31/84

YOUR ORDER NUMBER

BILLING REG. NUMBER CA 3239

NEW CODE HARNEYC

HARNEY COUNTY
PO BOX 1147
BURNS OR 97720

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			1,500.75
213-1067	296	00	000		1,500.75
213-1067	297	00	000		(1,500.75)

DESCRIPTION		TOTAL PRICE
FINAL SETTLEMENT WITH HARNEY COUNTY		
FAP NOS BROS 1300(3) & BROS 1300(4)		
FOLEY SLOUGH (FRY LANE) BRIDGE		
COUNTY'S SHARE PE	2,465.99	
" " " CONST.	19,834.76	
	22,300.75	
LESS: COUNTY'S ADVANCE DEPOSIT	(20,800.00)	
BALANCE DUE FROM COUNTY	1,500.75	1,500.75

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
1 [illegible]84
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO
FOR

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE PLEASE CONTACT:

MIKE SHULTZ PH: 378-[illegible]514 FOR [illegible] OR CHARGES

OR JANE HENSLEY PH: 378-[illegible]035 PREPARER OF INVOICE

734-1150

STATE COPY

U.S. [illegible]PARTMENT OF TRANSPORTATION
[illegible]RAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9525

REGION NO. 10	REPORT NO.	COUNTY Harney	DIVISION Oregon
DATE OF REPORT November 2, 1983	REPORT MADE BY C. T. Keasey, P.E., P.L.S.		PROJECT NO. BROS-1300(4)
COMPLETION DATE December 7, 1982	ACCEPTANCE DATE BY CONTRACT AGENCY May 11, 1983	TIME ELAPSED 92 %	CONTRACT TIME 110 CD
APPROVED EXTENSIONS	LOCATION Foley Slough (Fry Lane) Bridge Section of a County road.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

The following work was done:

a. Construct aggregate subbase.
b. Construct Bridge No. 16564 over Foley Slough. Length: 54 feet. Roadway width: 27.5 feet.
c. Performance of such additonal and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $77,095.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
[illegible] 83

Signature (SHD Official) C. T. Keasey

Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by D. B. Carter David B. Carter		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 11/7/83	TITLE Field Operations Engr	DATE 11/[illegible]/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

213-1905

7525 C

5-20-83

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO: Treasurer of the State of Oregon

Address: Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. Post Final BROS-1300(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 11/2/81 To: 6/29/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$13,769.45	$13,726.96	80%	$10,981.57	$10,981.57	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 5/20/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUL 1 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Foley Slough (Fry Lane) Bridge Section County Road in Harney County					
	Preliminary Engineering Type Code P.E.					
	State	All	Required		$13,726.96	
	Total Participating Project Cost				$13,726.96	
	Nonparticipating Cost					
	State (P.E.)	All	Required		42.49	
	Total Project Cost				$13,769.45	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/26/83.					
	AMOUNT CARRIED FORWARD					

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/23/83

PREFIX	GPP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
209-1975	1#	PMS -000S-066 APPR-140	116 10	116 10	116 10	100 00	116 10	116 10		
209-1980	1#	OS -0900-001 APPR-627	6,597.21	7,701.00	7,689.06	85.80	6,597.21	6,597 21		
209-1991	1#	SOS -0902-001 APPR-680	7,664.46	8,936.06	8,936.06	85.77	7,664.46	7,664 46		
211-1999	1	PMS -000S-099 APPR-140	5 200.00	91 09	91 09	100 00	91 09	91 09		
212-1997	1#	OS -1200-001 APPR-627	35,967.00	47 166 33	41,919 58	85 80	35 967 00	35 967 00		
213-1905	1#	BROS-1300-003 APPR-117	10,981.57	13,769 45	13,726 96	80 00	10 981 57	10 981 57		
213-1995	1#	SOS -1300-002 APPR-680	8,370.70	9,756 06	9,756 06	85 80	8 370 70	8 370 70		
6-1903	1	HES -000S-006 APPR-141		183 91	183 91	90 00	165 52		165 52 A	
215-1955	1#	OS -1500-002 APPR-627	7,460 00	17,427 41	8 694 64	85 80	7 460 00	7 460 00		
215-1965	1#	RRS -3840-001 APPR-138	2,148 26	2,510 18	2 386 95	90 00	2 148 26	2 148 26		
215-1966	1	RRP -000S-016 APPR-139	1,800 00	144 34	144 34	90 00	129 91	129 91		
215-1970	1#	RRS -000S-003 APPR-138	1,205 06	1 338 96	1,338 96	90 00	1 205 06	1,205 06		
215-1971	1#	RRS -000S-004 APPR-138	74 88	83 20	83 20	90 00	74 88	74 88		
215-1994	1	BROS-1500-003 APPR-117	19,440 00	15,941 61	15 941 61	80 00	12 753 29	12 753 29		
216-1972	1#	RRO -000S-033 APPR-685	343.51	381 68	381 68	90 00	343 51	343 51		
216-1974	1#	SOS -1600-001 APPR-680	12,400 68	14,458 06	14 458 06	85 77	12 400 68	12 400 68		
216-1980	1#	BROS-1600-002 APPR-117	9,482 35	11,888 69	11,852 94	80 00	9 482 35	9 482 35		
216-1981	1	BROS-1600-004 APPR-114	14,400.00	11,233.21	11,229 75	80 00	8 983 80	8,981 64		2 16
8-1927	1	RRS -2221-001 APPR-138	2,880 00	3,007 26	3,007 26	90 00	2 706 53	2,706 53		
218-1933	1	RROO-000S-042 APPR-686	1,800 00	1,592 18	1 592 18	90 00	1 432 96	1 432 96		
218-1938	1#	SOS -1800-002 APPR-680	4,354.29	5,074.93	5,074 93	85 80	4,354.29	4,354 29		
218-1940	1	RRO -000S-045 APPR-685	1,980 00	100 85	100 85	90 00	90 77	90 77		
218-1949	1#	RRS -2237-001 APPR-138	49 68	55 20	55 20	90 00	49 68	49 68		
218-1955	1#	RRP -2234-001 APPR-139	1,060.89	1,178.77	1,178.77	90 00	1,060 89	1 060 89		
218-1958	1	RRS -000S-005 APPR-138	1,800 00	212 06	212 06	90 00	190 85	190 85		
218-1974	1#	BROS-1800-004 APPR-117	11,425 51	14,281 89	14 281 89	80 00	11 425 51	11 425 51		

```
                              212   1997     907      00 P 1                                                          50 48
                              212   1997     910      00 P 1                                                         952 50
                              212   1997     910      00 N 1                                                         636 65
                              212   1997     912      00 P 1                                                         115 78
                              212   1997     918      00 P 1                                                       4,765 23
                              212   1997     918      00 N 1                                                          62 75
                              212   1997     920      00 N 1                                                          96 00
                              212   1997     921      00 P 1                                                       1,097.56
                              212   1997     921      00 N 1                                                         718 53
                              212   1997     923      00 P 1                                                         425 10
                              212   1997     923      00 N 1                                                          36 00
                              212   1997     926      00 P 1                                                       2,944.12
                                             TOT      P1                                                          41,919 58
                                             TOT      N1                                                           5,246 75
                                          ** JOB TOTALS **                **                          **          47,166.33  **

  FOLEY SLOUGH (FRY LANE) BR    CONT NO     * FA PROJ NOS BROS1300003 100                                                            STATE
                              213   1905     296      00 N 9                                    1,767 19CP        13,627.17CP



ACCOUNT SUMMARY - EXPENDITUPES & LEDGEPS                                               MAY 1983           PAGE  776
                                                                                        FISCAL            GPAND TOTAL
      DESCRIPTION                 PREFIX  FUNCTION SUB F  GR  CURRENT MONTH          YEAR TO DATE          TO DATE
                              213   1905     297      00 N 9                                                   2 700 00
                              213   1905     298      00 N 9                                   1,767 19       10,927 17
                              213   1905     901      00 P 1                                     134 46        4,892 23
                              213   1905     901      00 N 1                                                       3 40
                              213   1905     905      00 P 1                                      87 58          714.43
                              213   1905     918      00 P 1                                                   1,331 98
                              213   1905     920      00 P 1                                                     111 80
                              213   1905     921      00 P 1                                     946 78        1 154 26
                              213   1905     922      00 P 1                                      22 88           48 08
                              213   1905     923      00 P 1                                      30 78           64 95
                              213   1905     926      00 P 1                                      68 00        4 336 01
                              213   1905     926      00 N 1                                      68 00CP          39 09
                              213   1905     926      01 P 1                                                     118 03
                              213   1905     927      00 P 1                                     149 86          955 19
                                             TOT      P1                                       1,440 34       13,726 96
                                             TOT      N1                                          68 00CP         42 49
                                          ** JOB TOTALS **                **                   1,372 34   **  13,769 45  **

  MALHEUR RIV BP, CLARK         CONT NO     * FA PROJ NOS SOS 1300002 100                                                            STATE
                              213   1995     296      00 N 9                                                   9,756 06CP
                              213   1995     297      00 N 9                                                   1 385 36
                              213   1995     298      00 N 9                                                   8,370 70
                              213   1995     901      00 P 1                                                   2,989 81
                              213   1995     905      00 P 1                                                     526 15
                              213   1995     906      00 P 1                                                      51 36
                              213   1995     918      00 P 1                                                   1 018 79
                              213   1995     920      00 P 1
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9525 8

May 17, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So., C-3000
Federal Way, WA 98003

CON 5
#9525

Gentlemen:

On May 12, 1983, we wrote to you concerning release of final payment on Contract No. 9525 awarded to Douglas S. Coats, Inc. for work on the Foley Slough (Fry Lane) Bridge in Harney County.

Final payment on this contract is $999.00. The total contract amount is $74,761.39 and no work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

km

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

bc: C. T. Keasey
Walt Hart
Robert D. Hector

FORM 734-3000

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Foley Slough (Fry Lane) Bridge

WEEK ENDING: January 15, 1983

SECTION PREFIX: 213-1067

HIGHWAY: County Road

COUNTY: Harney

NAME OF JOB:

KIND OF WORK: Grading, Base, & Structure

CONTRACTOR: Douglas S. Coats

CONTRACT NUMBER: 9525

FEDERAL AID PROJECT NUMBER: BROS-1300(4)

DATE OF CONTRACT: August 9, 1982

DATE WORK STARTED: September 28, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 120

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED 91

PERCENT OF TIME ELAPSED: 91

PROJECT AUTHORIZATION: $ 88,960.78

EXCLUSIVE OF ENGINEERING: $ 81,191.28

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 81,191.28

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $ 7,769.50

This Week 464

ENGINEERING COST TO DATE: $12,061

PERCENT OF AUTHORIZATION: 155 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: Dember 7, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	468 cy	720 ton			
TOTAL QUANTITIES CORRECTED TO DATE	468 cy	649.65ton			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	421 cy	649.65			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16564							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
JAN [illegible]
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	Project complete.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to region office on Tuesday of this week.. This is the final report.

SIGNED Michael J. Gardner LOCATION Ontario
M.J. Gardner, Asst. Proj. Mangr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE [illegible]EGON DIVISION – SALEM

RECEIVED
NOV 2 1982

Subject: Final Voucher Payment

Date: October 27, 1982

From: Division Administrator

Reply to Attn of: HAM-OR/120.3

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

The following vouchers have been approved for payment in the amount submitted:

Abiqua Creek Bridge Section	524-1953	RS A590(1)	$ 0.00	PE
Glencoe Rd. West Union Rd. Sec.	534-1970	RS A685(1)	0.00	PE
Glencoe Rd.-West Union Rd. Sec.	534-1970	RS A686(1)	0.00	PE
Crooked River Hwy: Frederick Butte Rd. Sec.	9-1015	FR 21-3(4)	0.00	PE
Lost Canyon (Williams Creek Rd.) Bridge	423-1003 523-1993	BRS B500(1)	0.00	
Clatskanie River Nehalem St. Bridge Sec.	505-1901	BRS A752(1)	0.00	PE
Foley Slough (Eng. Serv.)	213-1905	BROS 1300(3)	0.00	PE
Stark Blvd. at 162nd Ave.	126-1901 126-1501	TQM 9966(2)	0.00	
Albany RR Xing Signal Project #2	322-1893 422-1005 322-1938 322-1929	RRP 000S(4)	0.00	
SPTC Xing at N. Water St. (Silverton)	324-1954 224-1049	RRP A584(1)	0.00	
Portland Pavement Marking #4	326-1045 426-1001 326-1967	PMS 000S(67)	0.00	SFO
Clackamas Co. Hazard Marker Project	203-1966 403-1907 203-1008 403-1028	PMS 000S(78)	0.00	
Barlow Road at Lone Elder Rd. Sec.	203-1014 403-1023 503-1903	HES A595(2)	0.00	

Original Signed By
G. W. GRAY
Financial Manager

e E. Wilken

RECEIVED
OCT 28 1982
[illegible] ACCOUNTING

NOTED
F. R. GRIFFIN

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-245	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County [illegible] Project No. BROS-1300(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Foley Slough (Fry Lane) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-82	0.010
OTHER *(Specify)*		

FUNDS [illegible]

ESTIMATED TOTAL COST OF PROJECT $ 88,360.00	FEDERAL FUNDS $ 71,188.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 8/19/82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Files

Oregon State Highway Division
Salem, Oregon August 12, 1982

Federal-Aid Project
No. BROS-1300(4)

Foley Slough (Fry Lane) Bridge
Harney County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Br. #16564 (Sta. 14+02 to Sta. 14+56)

Mobilization		All Required	$ 6,000.00
Temporary Protection and Direction of Traffic		All Required	750.00
Temporary Signs	45 Sq. Ft.	7.00	315.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 Lin. Ft.	5.00	375.00
Embankment in Place	468 Cu. Yd.	8.00	3,744.00
1"-0 Aggregate Base	720 Ton	11.00	7,920.00
Guard Rail, Type 2A	88 Lin. Ft.	12.00	1,056.00
Guard Rail, Type 3	100 Lin. Ft.	20.00	2,000.00
Guard Rail Anchors, Type 1	4 Each	350.00	1,400.00
Rail End Pieces, Type B	4 Each	75.00	300.00
Type 1 Fence	115 Lin. Ft.	5.00	575.00
Loose Riprap, Class 50	60 Cu. Yd.	15.00	900.00
Bridge Removal Work		All Required	8,000.00
Structure Excavation	36 Cu. Yd.	10.00	360.00
Furnish Pile Driving Equipment		All Required	2,500.00
Furnish Prestressed Concrete Piling	300 Lin. Ft.	20.00	6,000.00
Drive Prestressed Concrete Piles	300 Lin. Ft.	1.00	300.00
Structural Concrete, Class 3300 (14 C.Y.)		All Required	4,200.00
4'x50'/55' Prestressed Slabs	7 Each	3,500.00	24,500.00
Reinforcement (1,800 lbs.)		All Required	900.00
Metal Rail with Tubing	125 Lin. Ft.	40.00	5,000.00
			$ 77,095.00

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
Roadside Seeding and Mulching	All Required	500.00
		$ 600.00
	Subtotal	$ 77,695.00
	Engineering	11,265.00
	TOTAL	$ 88,960.00

Length of Structure ------------------ 0.010 mi.

Federal Funds 80%--------------------$71,168.00
County Funds ------------------------ 17,792.00
TOTAL $88,960.00

Group 1	100%
Contract No.	9525
Prefix:	213-1905
Prefix:	213-1067

Section Foley Slough (Frelane) Bridge
Programming Estimate $

Highway Co. Rd.
Project Length

County Harney
Completion Time 120 Cal Days

Kind of Work Grading, Base, structure
Est. Comp. Date

Prefix 213-1983
Letting Date 7/22
Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 85,480 —

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	100	
State Furnished ________		
Roadside Seeding & Mulching	500	$ 600
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
________		
________		
Adjust Utilities		
________		
________		
________		
Subtotal		$ 86,080 —
Contingencies (4-1/2%)		3,873.60
Engineering (~~[illegible]~~ 10%)		8,608 —
~~Subtotal~~		$
~~[illegible]~~ ________		
Estimated Net Authorization, Construction		$ 98,561.60

6-21-82

APPROVED

cc: Roger Lang

called Roger Lang
says OK
6-21-82
KEH

Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Foley Slough (Fry Lane) Bridge	County:		Sheet: 1 of: 2
Kind of Work:	Length:	Date:	Name: Dan

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	7000
	Temporary Protection and Direction of Traffic		All	All		2500
	Temporary Signs		Sq Ft	45	6—	270
	Temporary Continuous Rail Traffic Barriers Reflectorized		Lin Ft	75	5—	600
	Roadwork					
	Embankment in Place		Cu Yd	448	5.00	2,240
	1"-0 Aggregate Base		Ton	720	9.00	6,480
	Guard Rail, Type 2A		Lin Ft	88	15.00	1,320
	Guard Rail, Type 3		Lin Ft	100	30.00	3,000
	Guard Rail Anchors, Type 1		Each	4	300.00	1,200
	Rail End Pieces, Type 2		Each	4	75.00	300
	Type 1 Fence		Lin Ft	115	3.00	345
	Loose Riprap, Class 50		Cu Yd	60	15.00	900

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION
SUMMARY-BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
Section Foley Slough
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal [illegible]		All	All		6,000
	Structure Excavation		Cu Yd	[illegible]	25—	900
	Furnish Pile Driving Equipment		All	All		6,000
	Furnish Prestressed Concrete Piling		[illegible]	[illegible]	16⁵⁰	4950
	Drive Prestressed Concrete Piles		[illegible]	[illegible]	2—	600
	Structural Concrete, Class 3300 (14 cu yd @ 350)		All	[illegible]		4900
	4'x 50'/55' Prestressed Slabs		Each	7	4500	31,500
	Reinforcement (1800 lb @ 50¢)		All	[illegible]		900
	Metal Bridge Rail		Lin Ft	125	[illegible]	5625

1595

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1300(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Harney

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20014

6. TO

Mr. H. S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/30/82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION

Foley Slough (Fry Lane) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

RECEIVED
STATE HWY ENGR

As requested in Mr. Swan's letters of 6/23/82 and 6/25/82 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $98,600 Federal Funds $78,880 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed deisgn standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6/22/82 that provisions of FHPM 7-3-1 have been complied with.

14. DATE 6/30/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No: PRO 6-2

June 23, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Data Submission
Item No. 20014
Project No. BROS-1300(2)
Foley Slough (Fry Lane) Bridge Section
Harney County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on July 22, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $98,600 with an obligation of $78,880 in federal funds in accordance with the approved Certification Acceptance Plan.

CRH:lms
Attachments

cc: Robert O. Hector (Region 5)
Ken Husby w/att.
General Files

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-23-82

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 1.5 mi., N.E. of Burns	**ADT**	PRESENT 120 DHV 15	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CL ASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 1300

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 15% Off-System)	COUNTY NAME Harney			
	NAME OF URBAN AREA -----	ROUTE NO. N	FEDERAL-AID Non	STATE Co. Rd.	U -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 48	59		(94) (99)	(99) (86)	(87) (78)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080		"Foley Slough (Fry Ln.) Bridge Section"	0.010	98,600	78,880	------	19,720

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL	FEDERAL	STATE	OTHER
1	1	DRH		0.010	98,600	78,880	------	19,720
1	14	PROGRAM APPROVAL DATES 9-25-81			(16) (23)	(24) (31)		

REMARKS

Additional Data: 1

N

213-1905

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

6-23-82

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces)
Rd., Approx. 1.5 mi., N.E. of Burns

ADT

PRESENT: 120
DHV 15

FUTURE: ---
YEAR: --

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 117

ITEM NO.: 20014

(35 typewriter

NATL. FOREST

FH ROUTE NO.

SUPV AGCY

DA CLASSIF.

DA AREA

EMERG. YR.

PL. AUTH YR

PROJECT NUMBER
PREFIX LETTER(S): BROS-
NUMBER: 1300
SEQ. NO.: (3)

T. Projects Only
POST MI.
DESIG.

COUNTY NAME: Harney
CODE: 025

PROGRAM STAGE
☐ 1 OR ☐ 2

dge Replacement (Mandatory 15% Off-System)

ROUTE NO.: N
FEDERAL-AID: Non
STATE: Co. Rd.
U.S.: ----

				ESTIMATED PROJECT COST BY PHASES				
PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
ST		"Foley Slough (Fry Ln.) Bridge Section"	0.010	98,600	78,880	------	19,720	
DRH		PROJECT TOTALS	0.010	98,600	78,880	------	19,720	

DATES
9-25-81

REMARKS
Additional Data: Item No. 20014; Project No. BROS-1300(3).

-over-

FOLEY SLOUGH (FRY LANE) BRIDGE SECTION

Remarks continued -

Project Data: Work under this project consists of constructing one 54 foot (Bridge No. 16564) concrete slab span bridge with roadway width of 27'6" on existing alignment, construct approaches as required, salvage & stockpile bridge members (existing bridge), utility adjustments as required and incidental work common to this type of project.

Accommodation of Utilities: A State-County Agreement No. 7488 complying with paragraph 6 d(1) of PPM 30-4.1 was executed June 12, 1981.

Maintenance: A State-County Agreement No. 7488 complying with Section 116, Title 23 U.S.C. was executed June 12, 1981.

NOTE:
1) This project is in Congressional District No. 2.
2) Included in FY'82 HIP on page 73.
3) The sufficiency rating of existing bridge is 26.9.

9525 6-16-82

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Temporary Protection And Direction Of Traffic Will Be Written In The Specifications.

STATE OF OR

DEPARTMENT OF TRA

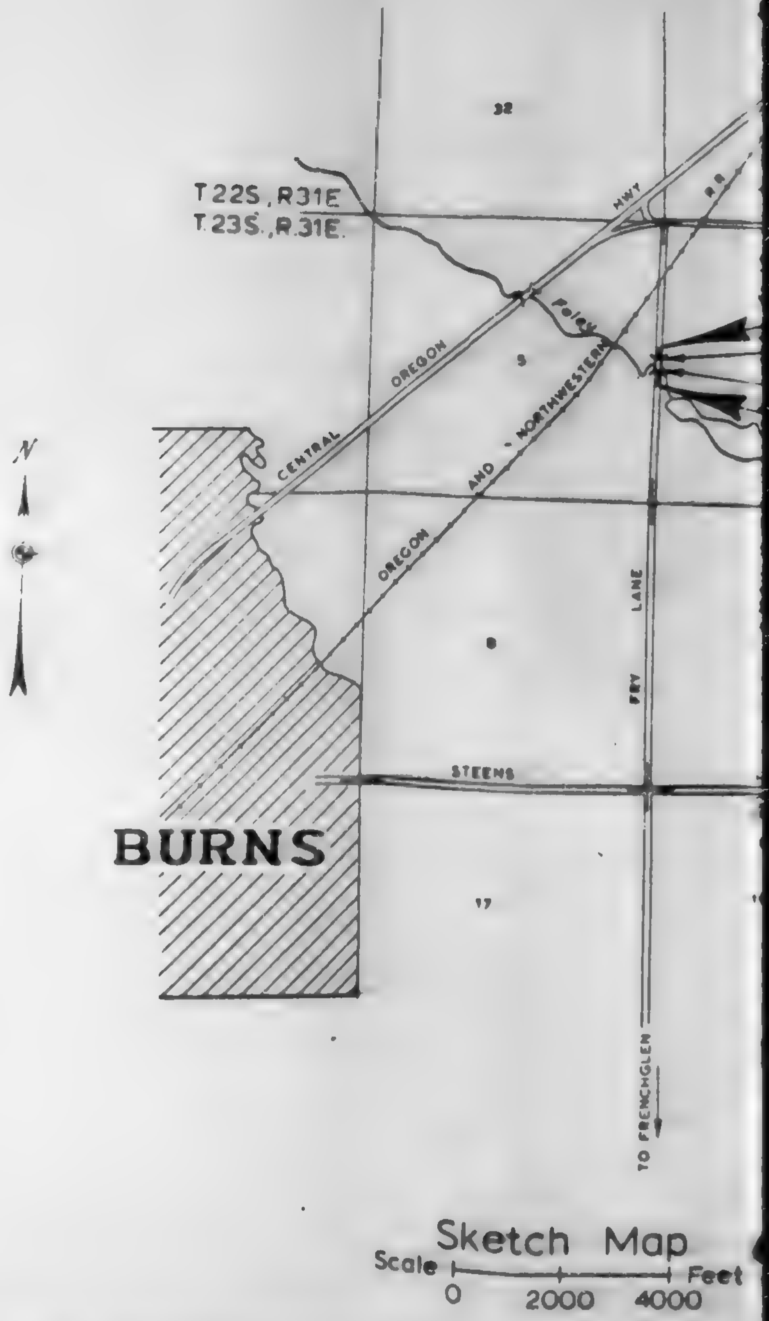
STATE HIGHWAY

PLANS FOR PROPOSED

FOLEY SLOUGH (FRY LA

COUNTY ROAD (FRY

HARNEY COUNTY


N
32
T22S., R31E.
T23S., R31E.
HWY
RR
Foley
CENTRAL OREGON
5
OREGON AND NORTHWESTERN
8
FRY LANE
STEENS
BURNS
17
TO FRENCHGLEN
Scale
0
2000
4000
Feet

Sketch Map

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

PRELIMINARY COPY
MAY 11 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

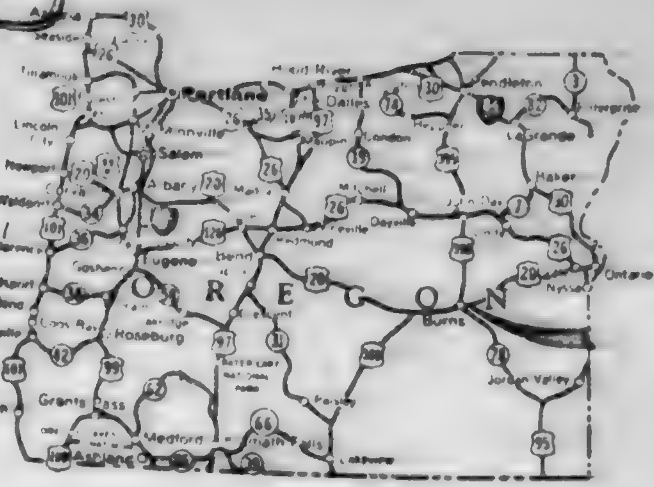
FOLEY SLOUGH (FRY LANE) BRIDGE SEC. COUNTY ROAD (FRY LANE) HARNEY COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR(OS)

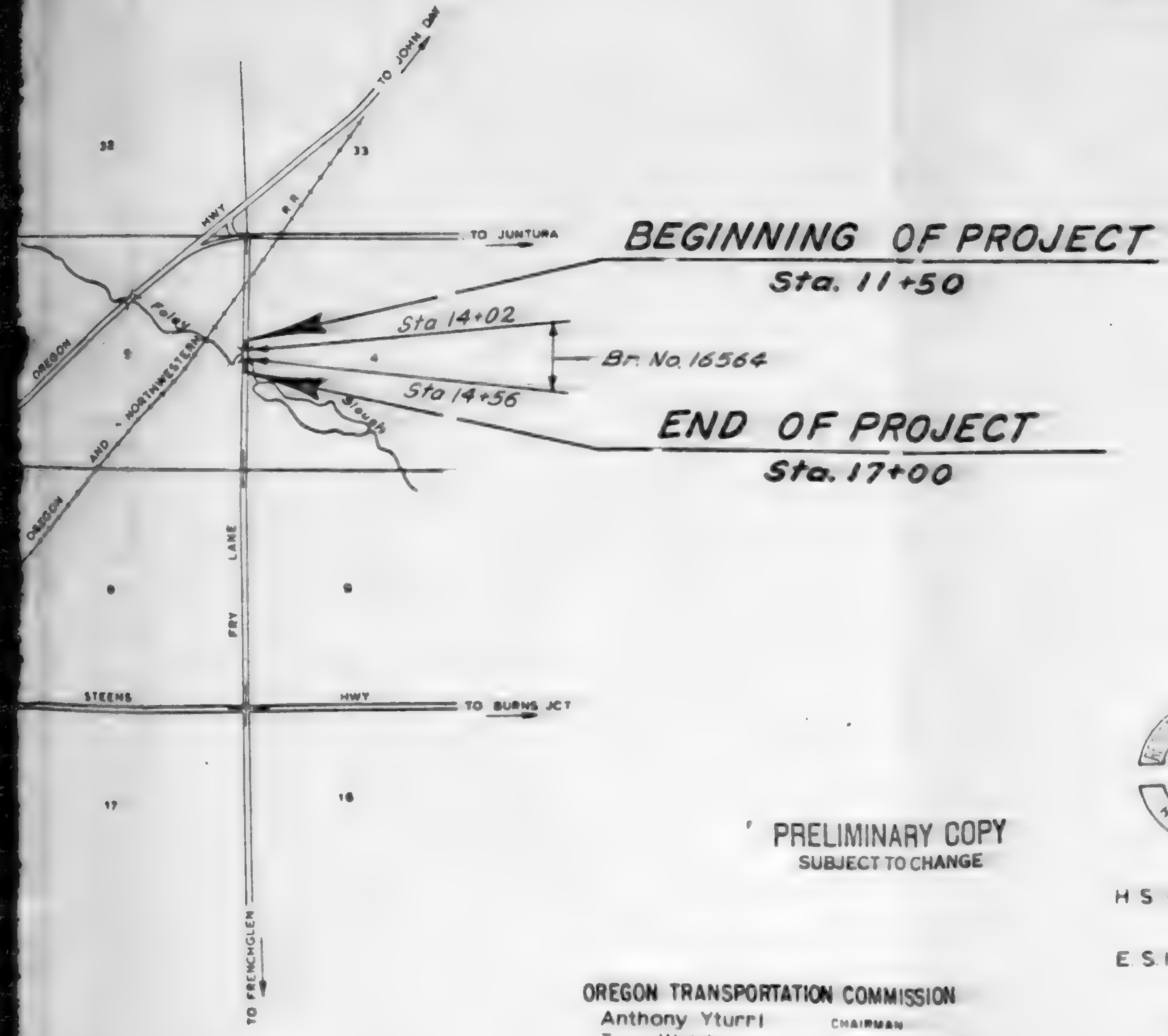
(FRY LANE) BRIDGE SEC.

TY ROAD (FRY LANE)

· HARNEY COUNTY



Portland
Salem
Eugene
Roseburg
Medford
Grants Pass
Burns
Pendleton
La Grande
Ontario
The Dalles
Bend
OREGON



TO JOHN DAY
HWY
R.R.
32
33
TO JUNTURA
Foley
Slough
OREGON AND NORTHWESTERN
5
4
FRY LANE
8
9
STEENS
HWY
TO BURNS JCT
17
16
TO FRENCHGLEN

BEGINNING OF PROJECT
Sta. 11+50

Sta 14+02

Br. No. 16564

Sta 14+56

END OF PROJECT
Sta. 17+00

Sketch Map
Scale 0 2000 4000 Feet

APPROVED June 16 1982
COUNTY COURT OF Harney COUNTY
BY Dale White
COUNTY JUDGE
COUNTY COMMISSIONER
COUNTY COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

H S Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER DATE

STATE OF OREGON INTEROFFICE MEMO

TO:	Robert D. Hector Region V Engineer	ATTN: Roger Lang	DATE: June 1, 1982 DES 23 16564

ORIGINAL SIGNED
T. G. THOMPSON

FROM: T. G. Thompson, P.E.
Principal Structural Design Engineer

SUBJECT: Foley Slough
Fry Lane (Foley Slough) Bridge
County Road A 20300
Harney County
BR 16564

Attached are four reduced prints of Drawings 36834 and 36791 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 29,300
Structure	64,200
Engineering and Contingencies	18,700
TOTAL	$112,200

Please use these prints to obtain the approval of Harney County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on July 22, 1982.

GDA:jrb

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set
Engineering /w/ 1 set
City-County /w/ 1 set
Environment (M. Banks) /w/ 1 set

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2013

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1300(3) Prefix 213-1905

Project Name Foley Slough Bridge #25C49
Fry Lane

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Burns, Oregon, this 5 day of May, 1982

County of HARNEY

Dale White
County Judge/Chairman

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date June 14 1982

Instructions: Complete A or B and C

7555

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: April 12, 1982

Gene M. Finley

FROM: Gene M. Finley
Hydraulics Design Engineer

SUBJECT: Foley Slough Bridge
Fry Lane #117
Harney County

The proposed project will replace an existing 60-foot-long, three-span, timber structure on the same alignment.

HYDROLOGY

Approximately 4½ miles upstream from the bridge site, Foley Slough begins as an overflow channel of the Silvies River. The nearest waterstage recorder (gage number 10-3935) on the Silvies River is approximately 14 miles upstream from the bridge site. Since no cross-sections are available at the confluence of Silvies River with Foley Slough, it was not practical to determine peak discharge vs. recurrence frequency at the bridge site.

The entire length of Foley Slough (8± miles) lies within a flood hazard area defined on a Flood Boundary Map by the U. S. Department of Housing and Urban Development. Since there has been residential development within this area that was threatened by the recent February 1982 flood, it is not advisable to replace the existing bridge with culvert pipes. The existing bridge has a large water area which could not be replaced with a sufficient number of culverts without increasing backwater. The field crew determined the floor elevation of a house within the flood zone near the existing bridge to be 102.5 feet (assumed project datum).

Mr. Herb Fawcett, Mr. Joe Miles and Mr. Kerry Landers, with a continuous combined service length of 42± years as Harney County Road Superintendents, stated that the largest floods within the flood hazard area (Foley Slough Bridge site) occurred during April 1943, April 1952, February 1957, December 1964 and February 1982, respectively.

Mr. Fawcett indicated that the entire bridge was inundated during the April 1952, April 1943 and February 1957 floods. Because of ice jams, the December 1964 flood was not a problem.

There were no flooding problems during Mr. Miles' tenure of duty as Road Superintendent.

Mr. Landers indicated that the south approach to the existing bridge was overtopped during the February 1982 flood. The highwater elevation from this storm is estimated to have been 101.5 feet (+) (assumed datum) with a peak discharge of 1,320 cfs through the structure.

KEH
MH CK
Dard.

HYDRAULIC DESIGN

The 1982 peak discharge of 1,320 cfs with a highwater elevation of 101.5 feet (assumed datum) was chosen as the design flood.

Mr. Landers indicated that the county has future plans to raise the grade of Fry Lane approximately one foot. It was decided between Mr. Landers and Mr. Lenz, Hydraulics Engineer, that the finish grade of the proposed bridge would be at elevation 103.0 feet (assumed datum).

Two structure types were investigated: a 54-foot-long, single-span bridge with 1½:1 normal end slopes, and a 36-foot-long, single-span bridge with vertical abutments.

The 54-foot, single-span structure should have a normal waterway opening of 340 square feet below the design highwater elevation of 101.5 feet (assumed datum). Along the upstream embankments, the highwater would be 101.6 feet, which includes 0.1-foot of backwater. Average velocity through the structure would be 4.2 fps.

The 36-foot, single-span structure should have a normal waterway opening of 320 square feet below the design highwater elevation of 101.5 feet (assumed datum). Along the upstream embankments, the high water would be 101.6 feet, which includes 0.1-foot of backwater. Average velocity through the structure would be 4.4 fps.

The following tabulation compares the existing bridge to the proposed bridges for the design flood.

	DESIGN FLOOD (1,320 cfs)		
	54-Foot Single-Span	36-Foot Single-Span	Existing Structure
Design Highwater Elevation (assumed datum)	101.5 feet	101.5 feet	101.5 feet
Highwater Along Upstream Embankments (assumed datum) Including Backwater	101.6 feet	101.6 feet	101.6 feet
Normal Area Below Design Highwater	340 ft^2	320 ft^2	*820 ft^2
Average Velocity	4.2 fps	4.4 fps	3.6 fps

* Not Including Projected Area of Piers

RIPRAP

For the 54-foot, single-span bridge it is suggested that the fresh fill slopes be protected to elevation 102.0 with a one-foot-thick blanket of class 50 loose riprap. A filter blanket will not be required.

For the 36-foot, single-span bridge, no protection would be required.

GMF:ge
Attachment

cc: Frank Terpin
Walt Hart
Jack Davis
Don Adams
Bob Hector
Don Harwell
Herb Schell, FHWA

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
APR 13 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1952)
Discharge cfs / m³/s	1320			
Frequency — yrs.	NA	100		
H.W. Elevation Natural Channel ft. / m.	101.5			
H.W. Elevation Channel Change ft. / m.				
Average Velocity fps / mps	4.2-4.4			
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

[illegible]
[illegible] LANE #[illegible]
[illegible] COUNTY

COMPILED BY:
GENE V. [illegible]

DATE:
APRIL 12, 1982

7525

November 4, 1981

ACC

The Honorable Dale White
Harney County Judge
Courthouse
P.O. Box 1147
Burns, Oregon 97720

Dear Judge White:

We have received Federal Highway Administration approval for the preliminary engineering phase of the Foley Slough Bridge replacement project on Fry Lane, approximately 1.5 miles northeast of Burns.

As described in our Agreement No. 7488, the financial sharing of the preliminary engineering costs is:

Estimate Total Cost of PE	$19,950
Less: Free Bridge Design to County	5,000
Basis for Computation of County Share	$14,950

COUNTY SHARE: 20% of $14,950 = $3,000 (rounded)

Please submit your preliminary engineering advance deposit in the amount of $3,300.00, according to the instructions for the option of your choice listed on the attached sheet.

Very truly yours,

Rec'd check
12-7-81

D. E. Swan
Operation Programming Engineer

DES:cf
Attachment

bcc w/AD # 987: Roger Lang, Region 5
Vern Skoog - Please return completed AD # 987 when advance deposit is received.

9525

11-2-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1300(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Harney

3. FROM Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 20014

6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-2-81

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: FOLEY SLOUGH (FRY LANE) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK: Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility preparatory work TEC $19,950 - Federal Funds $15,960.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated October 27, 1981.

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO [illegible]
FOR

Info	Inves	R/D	D.R	Sign	Act	File

14. DATE 11-2-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9525 10-27-81

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Approx. 1.5 mi. N.E. of Burns "Foley Slough (Fry Lane) Bridge Sec."	117	20014	BROS-1300(3)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Harney 025

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 14 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 4-27-81

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Foley Slough Bridge Str. #25C49

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 19,950.00
FF	$ 15,960.00
STATE	$ 1,000.00
Co.	$ 2,990.00

For PR-37:

Field Phase	$
PS&E Phase	$

PRO RATA 80%

REMARKS:
1) Attached is a copy of Authority for Survey and sketch maps.
2) Included in the bridge replacement inventory with a sufficiency rating of 26.9.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-27-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

FHWA Approved 11-2-81

9525

June 19, 1981

Harney County Court
P. O. Box 1147
Burns, OR 97720

AGR 4

Attention: Aval Dias
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7488

Gentlemen:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for an off-system Highway Bridge Replacement Project in Harney County, on the Foley Slough (Fry Lane) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Enclosure

bc: Don Harwell (agreement attached)

Form FHWA 121 (1/80)

9525

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-1300(-)
Fry Lane (Foley Slough) Br. Sec.
Fry Lane Rd., Harney County

Date: April 27, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your April 13, 1981 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

Dale E. Wilken
for

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg V, Env)

ENVIRONMENTAL SECTION
April 29, 1981

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
L. E. George (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
R. H. Prange
Phil Lewellyn
Surfacing Design
John Preston
W. E. Schwartz
Vernal Moore
Dale Hiatt, Dis. 14
Don Keyes (8)

BROS-1300(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section Fry Lane (Foley Slough) Bridge Section

Highway Fry Lane RD #A20300

County Harney

Region #5

(Attach Project Location Map)

Date April 13, 1981

City ____ Hwy. No. ____

Begin M.P. .50 Length 0.15

Program Estimate $135,000

Funding Source H B R

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace a deteriorating (severe rot) Timbered bridge with a prestressed reinforced concrete slab span structure. The existing structure is narrow (20 feet wide) and poses a safety hazard to traffic. The proposed structure would be 61 feet in length. Other alternatives include the use of a large arch type pipe (or pipes) if hydraulic requirements can be met, and to "do nothing." However, to do nothing does not address the problems of a deteriorating, narrow bridge with the resulting, growing safety hazard. The existing timber bridge does appear on the statewide list of defficient structures.

C. Recommended Project Classification:

	Project Class	Documentation
____	I	Draft and Final EIS
X	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

The proposed project is a bridge replacement on a low gradient, stagnant slough. No right-of-way, construction easements, or detours are anticipated. No adverse physical or human impacts. Recommended type of action is project class II, categorical exclusion.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	Two	Two
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Gravel Rd	Gravel Rd
Average Daily Traffic (Volume and Year)	Est. 70-120 ADT	Est. 70-120 ADT
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	----	----

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	None
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe: No right-of-way, construction easements, or detour would be required. The County plans to close road during construction.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

None. Would improve safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources: The project involves Foley Slough, which contains water only during peak run-off and heavy irrigation periods. Because of this, coupled with little or no gradient, the slough is usually dry or characterized by slack-stagnant water. Consequently, construction is expected to have little or no adverse impacts on the slough.

A wetland analysis may be needed if the culvert alternative is advanced.

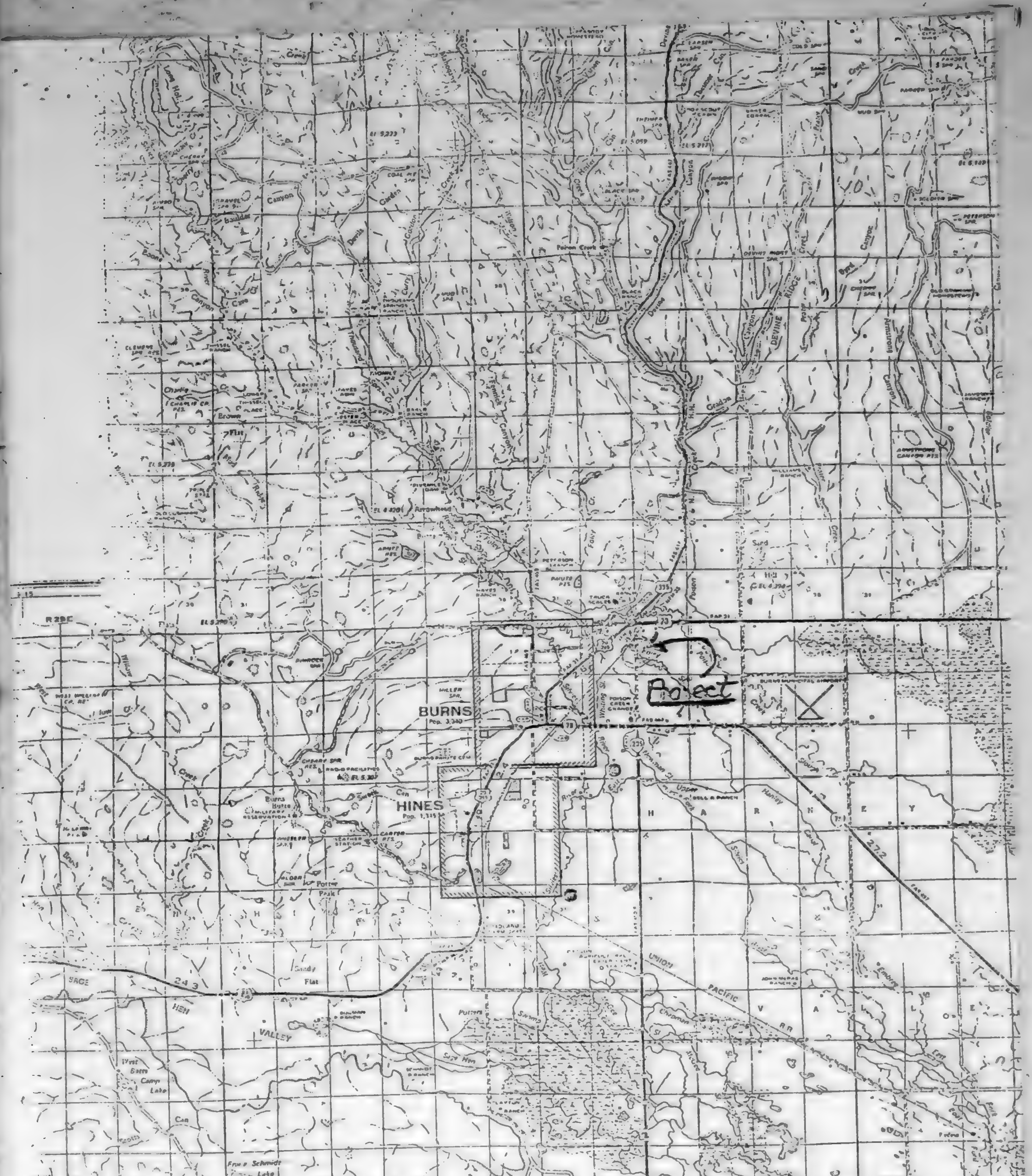
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: John Preston 963-3177


BURNS
Pop. 3,340
HINES
Pop. 1,335
Project
BURNS MUNICIPAL AIRPORT
Poison Creek Grange
Truck Scales
Paiute Res.
Hayes Ranch
Miller Spr.
Burns Paiute Cem.
Burns Butte Military Reservation
Carter Res.
Potter Peak
Sandy Flat
SAGE HEN VALLEY
UNION PACIFIC RR
HARNEY
DEVINE RIDGE
Arrowhead
Devine Canyon
Poison Creek
Upper Bell A Ranch
Silvies River
Hines
Red Point Canal
Frank Schmidt Lake
Albert Lake
Lunch Lake
Savage
West Bette Camp Lake
R 29 E

9525

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date April 2, 1981

Section Fry Lane (Foley Slough) Bridge Section

City ____________ Hwy. No. ________

Highway Fry Lane RD #A20300

Begin M.P. .50 Length 0.15

County Harney

Program Estimate $135,000

Region #5

Funding Source H B R

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace a deteriorating (severe rot) Timbered bridge with a prestressed reinforced concrete slab span structure. The existing structure is narrow (20 feet wide) and poses a safety hazard to traffic. The proposed structure would be 61 feet in length. Other alternatives include the use of a large arch type pipe (or pipes) if hydraulic requirements can be met, and to "do nothing." However, to do nothing does not address the problems of a deteriorating, narrow bridge with the resulting, growing safety hazard. The existing timber bridge does appear on the statewide list of defficient structures.

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X II	Categorical Exclusion
______ III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

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Average Daily Traffic (Volume and Year)	Est. 70-120 ADT	Est. 70-120 ADT
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	----	----

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	None
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe: No right-of-way, construction easements, or detour would be required. The County plans to close road during construction.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

None. Would improve safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources: The project involves Foley Slough, which contains water only during peak run-off and heavy irrigation periods. Because of this, coupled with little or no gradient, the slough is usually dry or characterized by slack-stagnant water. Consequently, construction is expected to have little or no adverse impacts on the slough.

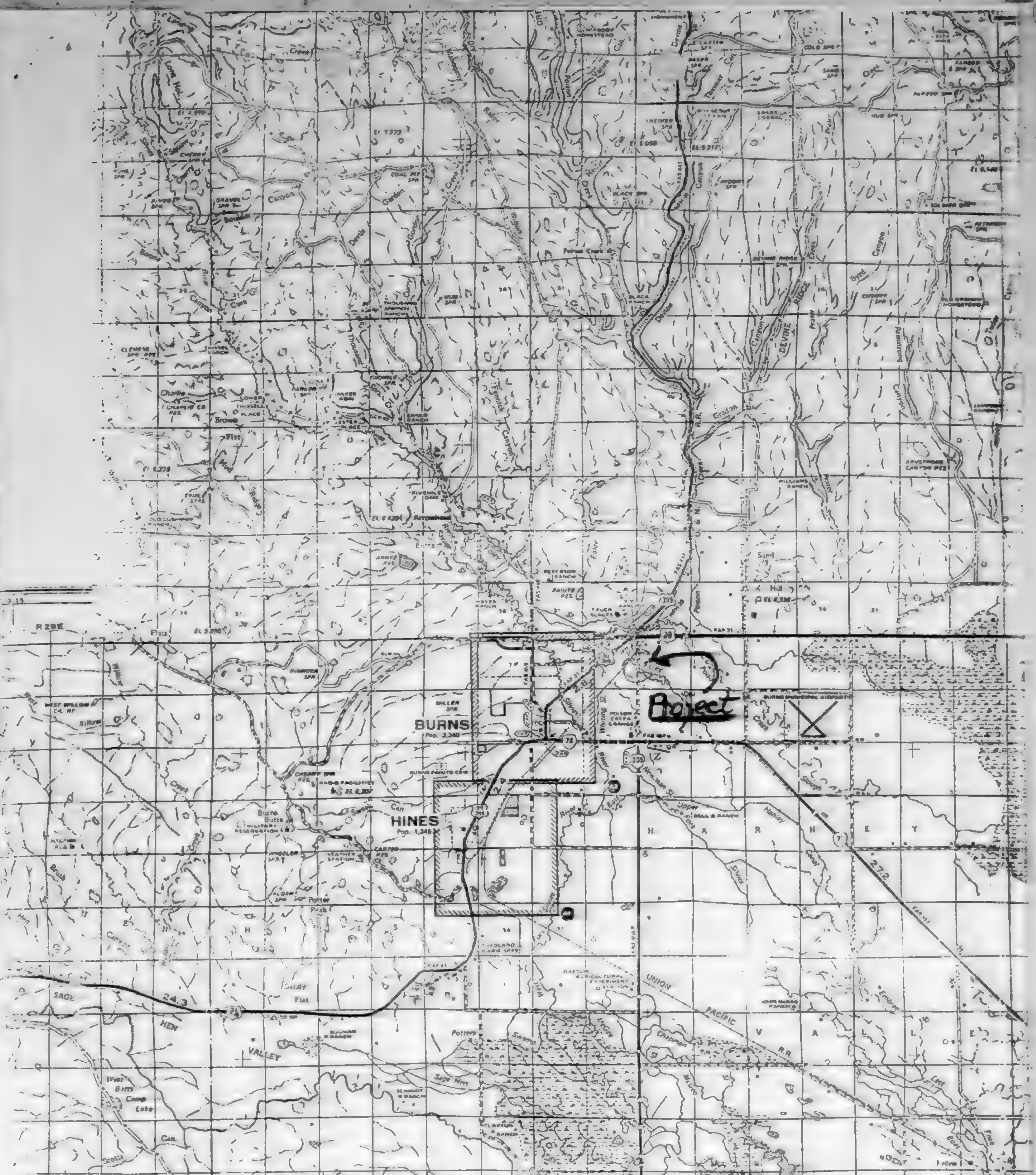
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: John Preston 963-3177


Project
BURNS
Pop. 3,340
HINES
Pop. 1,348
R29E
DEVINE RIDGE
Devine Canyon
Arrowhead
Burns Butte
Potter Peak
Sandy Flat
SAGE HEN VALLEY
West Batty Camp Lake
Frank Schmidt Lake
Albert Lake
Lunch Lake
Savage
Grade
East Chain Lake
UNION PACIFIC R.R.
H A R N E Y
V A L L E Y
S U N S E T
Poison Creek
Wrights Point
Red S Canal
Upper Embree Canal
Chapman
Silvies River
McGee
Sage Hen
Potters Swamp
Sand Hill
Arrowhead
EL 4,375
24.3
27.2
395
20
78
205

Harney Co.

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: April 1,1981

PREFIX: 213-1905

1 - IDENTIFICATION

PROJECT NAME: Fry Lane (Foley Slough) Bridge Section

HIGHWAY NUMBER: County Road A20300

HIGHWAY NAME: Fry Lane

REGION 5	ADMINISTRATIVE DISTRICT 14	COUNTY Harney	CITY N/A

LENGTH: 0.1± MILEPOST NUMBER: TO ☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR (Highway Bridge Replacement)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct prestressed reinforced concrete slab span structure with bolt-on rail.

NOTE: First alternative by County is to explore possibility of replacing structure with one or more pipes.

RECEIVED

ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 70 - 120 (estimated)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 11/6/81

3 - FEATURES

	EXISTI[illegible]UMBER AND WIDTH	P[illegible]SED NUMBER AND WIDTH
TRAVEL LANES	2 - 14	2 - 14
SHOULDERS	N/A Gravel Road	N/A
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream Foley Slough	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☐	☒
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☐	☒
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☒	☐	☐
Utilities	☐	☐	☒	Design Review with County	☒	☐	☐

Type ______________________________

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE	*October, 1981	

(*If early P. E. is approved)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
None required if bridge is used 18" 1"-0 if pipes are used		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

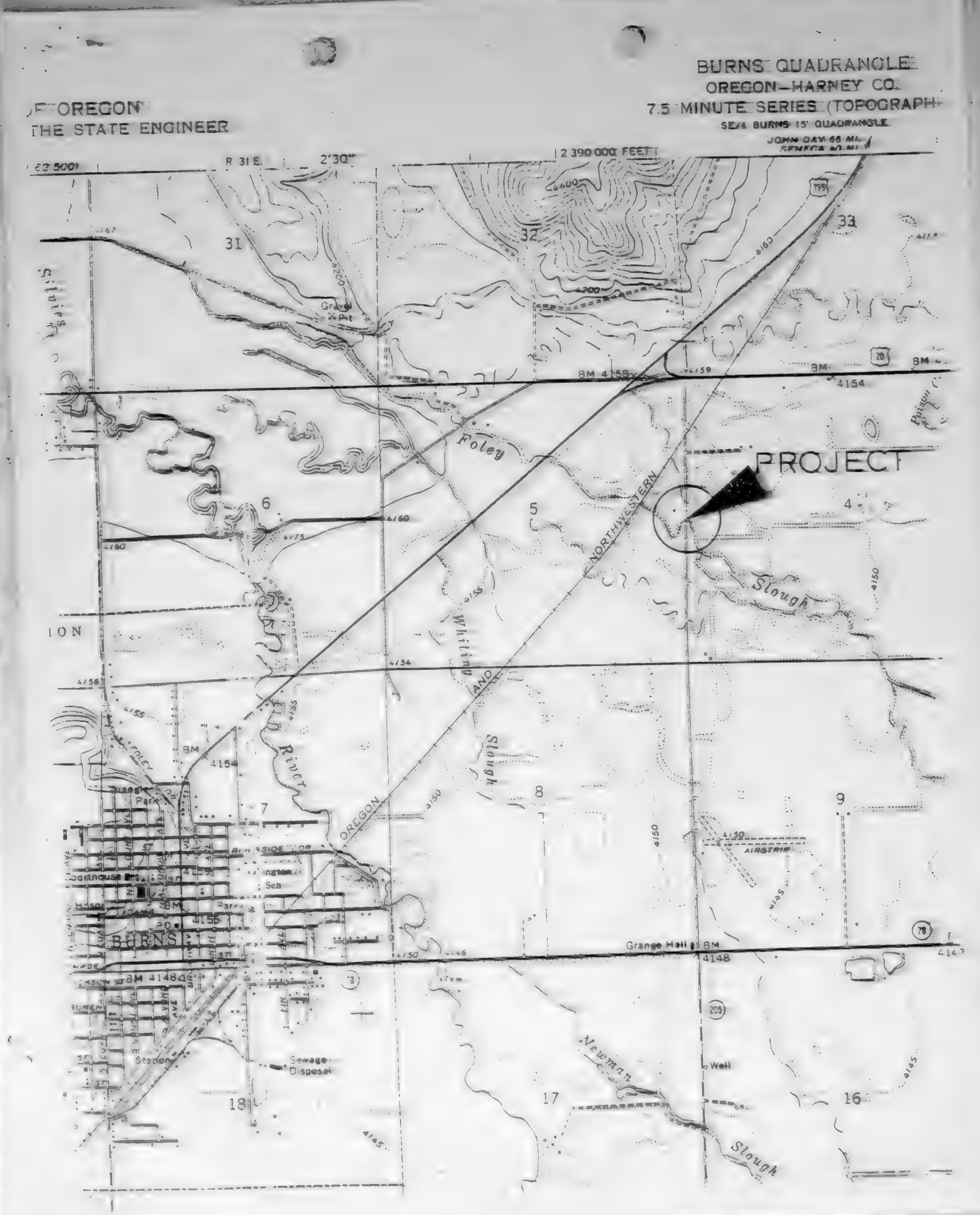
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	10,950
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	4.500
ILLUMINATION	0	
STRUCTURES 28 × 60	84,000	84.000
RAILROAD	0	
ROADWAY	10,000	10.000
OTHER		
ENGINEERING & CONTINGENCIES (38.3%)	36,000	36.000
PROJECT TOTAL	* 135,000	[illegible]

* Note cost estimate
based on new structure)

SUBMITTED BY

FORM 734-1730 (12-78) Page 4

BURNS QUADRANGLE
OREGON–HARNEY CO.
7.5 MINUTE SERIES (TOPOGRAPH
SE/4 BURNS 15' QUADRANGLE
JOHN DAY 68 MI.
SENECA 40 MI.
F OREGON
THE STATE ENGINEER
R 31 E.
2'30"
2 390 000 FEET
31
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4400
4200
Gravel Pit
BM 4158
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BM
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PROJECT
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AND
OREGON
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AIRSTRIP
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BURNS
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Grange Hall BM 4148
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205
Well
Station
Sewage Disposal
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17
16
Newman
Slough
4145

7-535

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: April 1, 1981

Roger C. Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

copied 10-26-81 [illegible]

SUBJECT: Fry Lane (Foley Slough) Bridge Section
HBR Project
Harney County

Enclosed is project request as received from Harney County concerning the Fry Lane (Foley Slough) Bridge Section which has been approved for funding by the Transportation Commission under the HBR Program. The project category request is in the process of being reviewed by John Preston and will be forwarded to the Environmental Unit when complete.

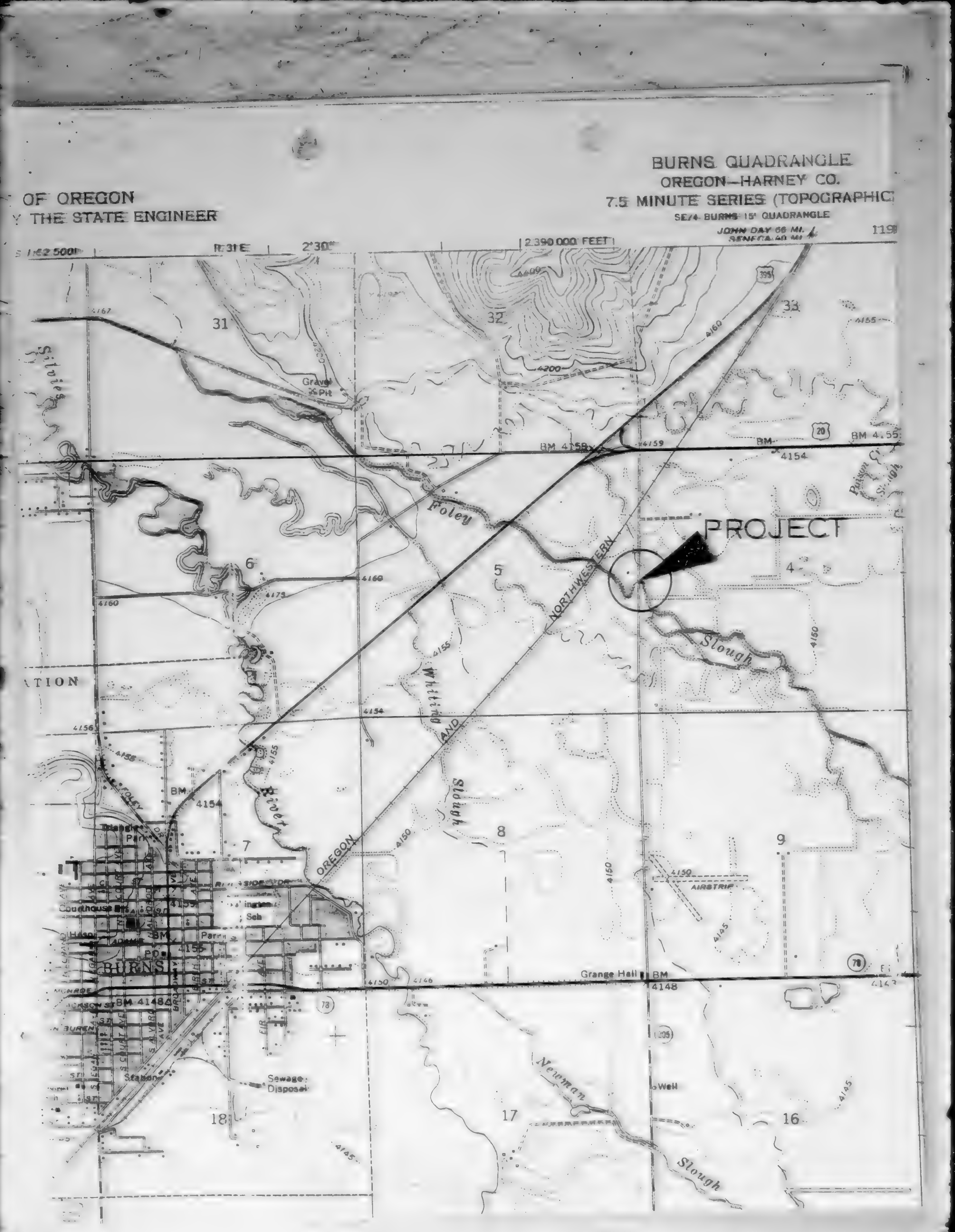
Also enclosed is reconnaissance narrative, location prospectus and authority for survey showing anticipated costs of preliminary engineering.

It is requested that early preliminary engineering be allowed on this project so that construction work may take place this fall.

COMMISSION APPROVED FOR FY 1982
1-27-81

D. E. Swan -- Please Program & Update PMS.
cc w/Attachment:
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Region 5:
Roger Lang

RCL/vt
Enc.
cc: Judge White
Jim Chidsey
Barry Hatcher


BURNS QUADRANGLE
OREGON—HARNEY CO.
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SE/4 BURNS 15' QUADRANGLE
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JOHN DAY 66 MI.
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Poison Cr.
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NORTHWESTERN
AND
OREGON
Newman
Slough
AIRSTRIP
Grange Hall BM
BURNS
Courthouse
Hosp
PO
Park
Sch
Station
Sewage Disposal
Well
MONROE
JACKSON ST
BM 4148
BURNS ST
BM 4154
ATION

FEDERAL AID PROJECT REQUEST

Date MARCH 11, 1981

Applicant Agency HARNEY COUNTY

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR(O.S.) X

Federal Aid Route No. N/A Route Name FRY LANE, RD.# A20300

Project Name FRY LANE (FOLEY SLOUGH) BR. SEC.

Project Length 0.15 MI. ± Project Location (Attach sketch map)

Project Description CONSTRUCT PRESTRESSED REINFORCED CONCRETE SLAB SPAN STRUCTURE.

Average Daily Traffic 70 - 120 (estimated) Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28' Travel Lanes 2 Shoulders N/A

Medians NONE Parking NONE

Sidewalks NONE

Remarks ROADWAY IS GRAVEL SURFACED

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2 Shoulders N/A

Medians N/A Parking N/A

Curbed N/A Length Curb Radii N/A

Sidewalk/Bikeway NO. RURAL LOCATION, LOW USAGE DOES NOT WARRANT

Remarks NO IMMEDIATE PLANS TO OIL OR PAVE THIS ROUTE.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks NO DETOUR REQUIRED. ROAD MAY BE CLOSED DURING CONSTRUCTION

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By APPLICANT, If REQUIRED

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

BR. NO. 25C49
(note: Co. RECORDS SHOW 25A49)

1. Existing Structure:

Location FOLEY SLOUGH (M.P. 0.50)

Type TIMBER

Approach Roadway Width 28 - 24 Shoulder Width N/A

Length 61' Width 20'

To remain in place? NO

2. Proposed Structure:

Location FOLEY SLOUGH (M.P. 0.50)

Approximate Size: Length 60' Width 28'

Are sidewalk/bikeways desired: NO. RURAL LOCATION & ANTICIPATED LOW USAGE DOES NOT WARRANT CONSTRUCTION

Are any utilities to be attached to structure? NONE ANTICIPATED

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks ALTERNATIVE NO. 1 - USE LARGE ARCH TYPE PIPE (OR PIPES) IF HYDRAULIC REQUIREMENTS CAN BE MET.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad______

   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement HON. DALE WHITE, COUNTY JUDGE
   Office
2. Environmental " " " " "
   Office
3. Public Hearing " " " " "
   Office

Remarks MINIMAL ACTION PLAN INVOLEMENT ANTICIPATED

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	110,000
Railroad	
Other	
Preliminary engineering	15,000
PROJECT TOTAL	$ 135,000**

Remarks REQUEST CONSTRUCTION SOON AS POSSIBLE AFTER APPROVAL OF FUNDING. IF ALTERNATIVE NO. 1 IS NOT ACCEPTABLE HARNEY CO. REQUESTS FREE BRIDGE DESIGN UNDER ORS 369.210

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

~~CITY OF________~~ ~~and/or~~ HARNEY COUNTY

~~By________~~ By Dale White 3/18/81

~~By________~~ By________

By________

** PROJECT COST BASED ON PRESTRESSED REINFORCED CONCRETE SLAB SPAN STRUCTURE.

(1976)

BRIDGE INVENTORY INSPECTION RECORD
Oregon State Highway Division

Sheet .... of ....

Bridge No. 25C49

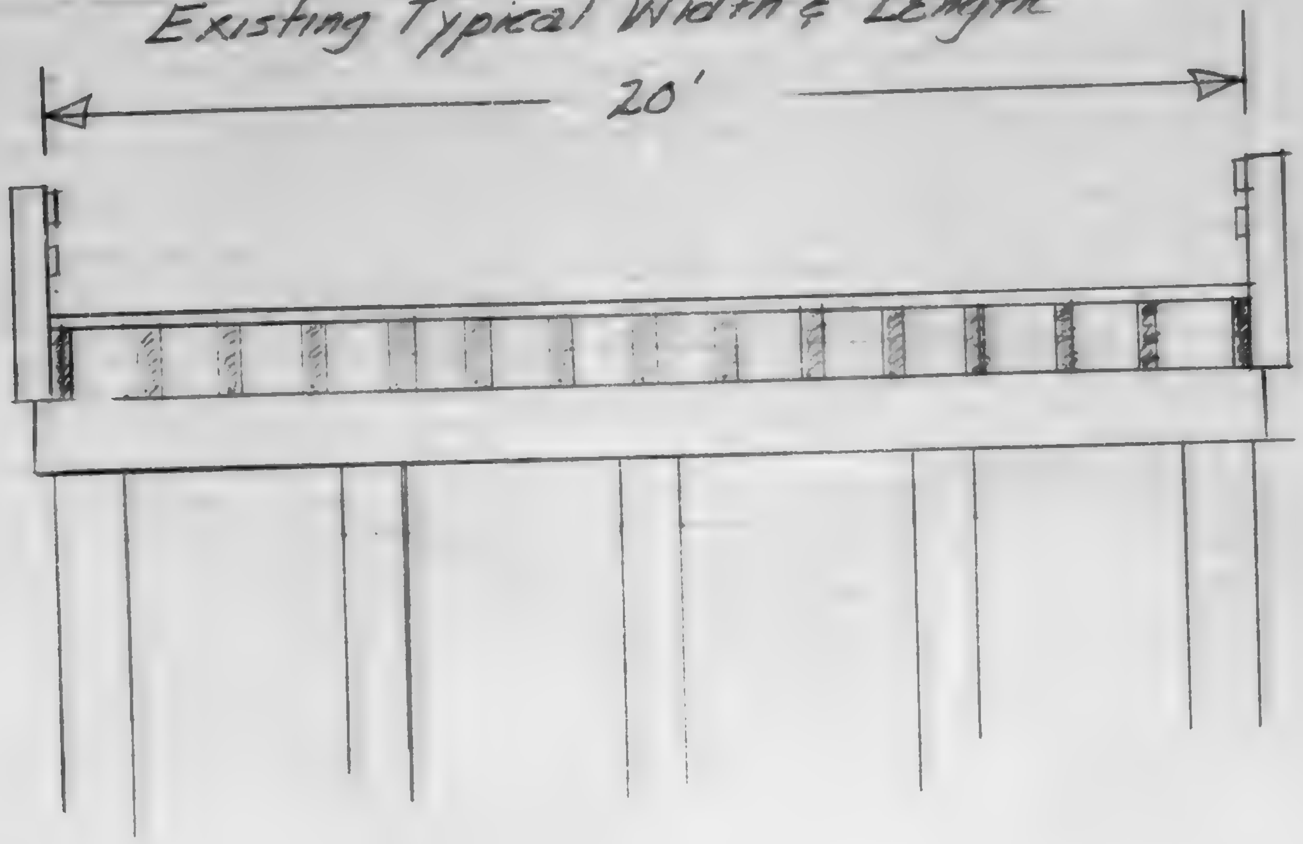
County Highway No. A20300

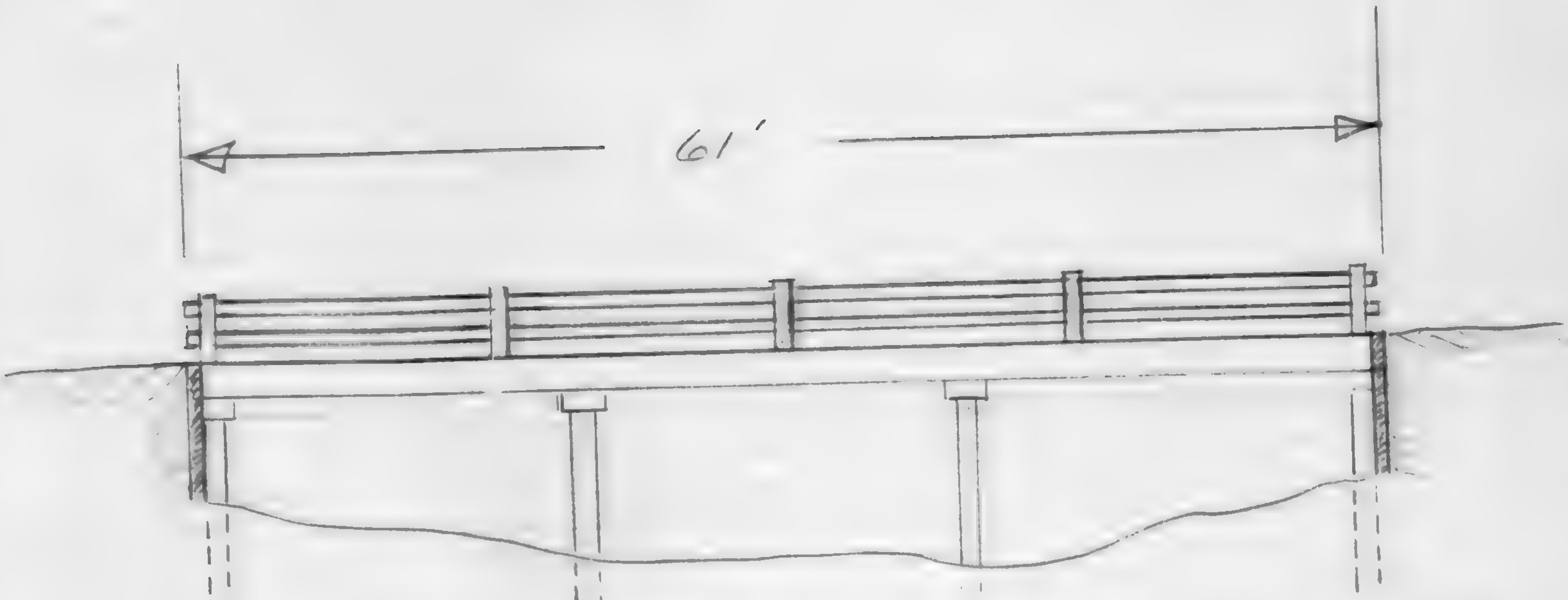
Location No. MP0^{50}

Bridge over Foley Slough on Fry Lane

in Harney County. ~~Inspected~~ .... by ....

Existing Typical Width & Length





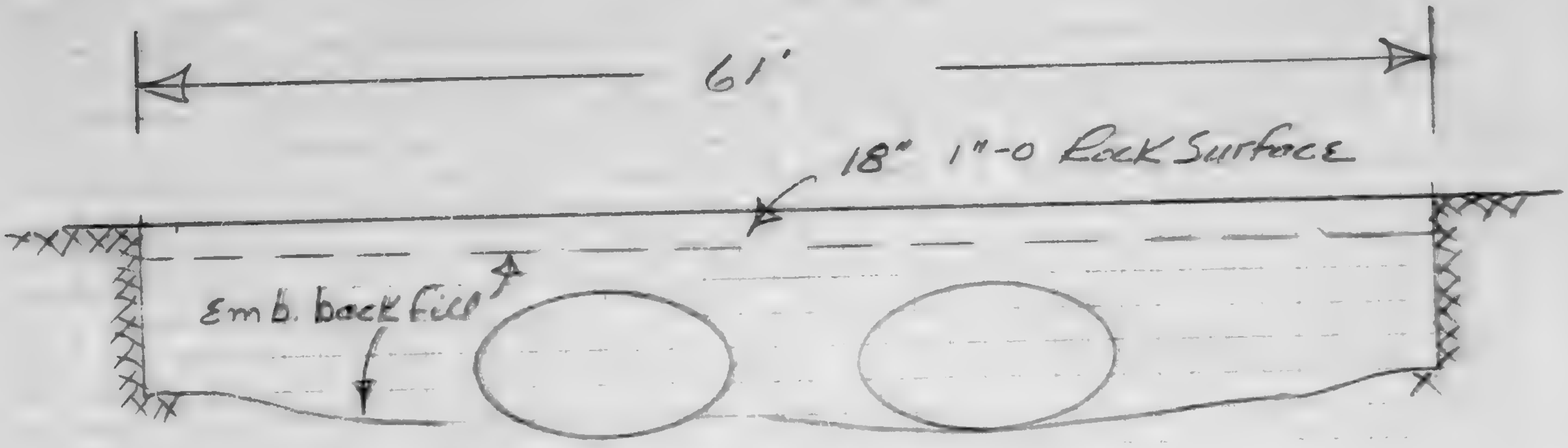
Approved for funding FY 1982

BRIDGE INVENTORY INSPECTION RECORD
Oregon State Highway Division

Sheet .... of ....
Bridge No. 25C 49
County Highway No. A20300
Location No. MP 0^{50}

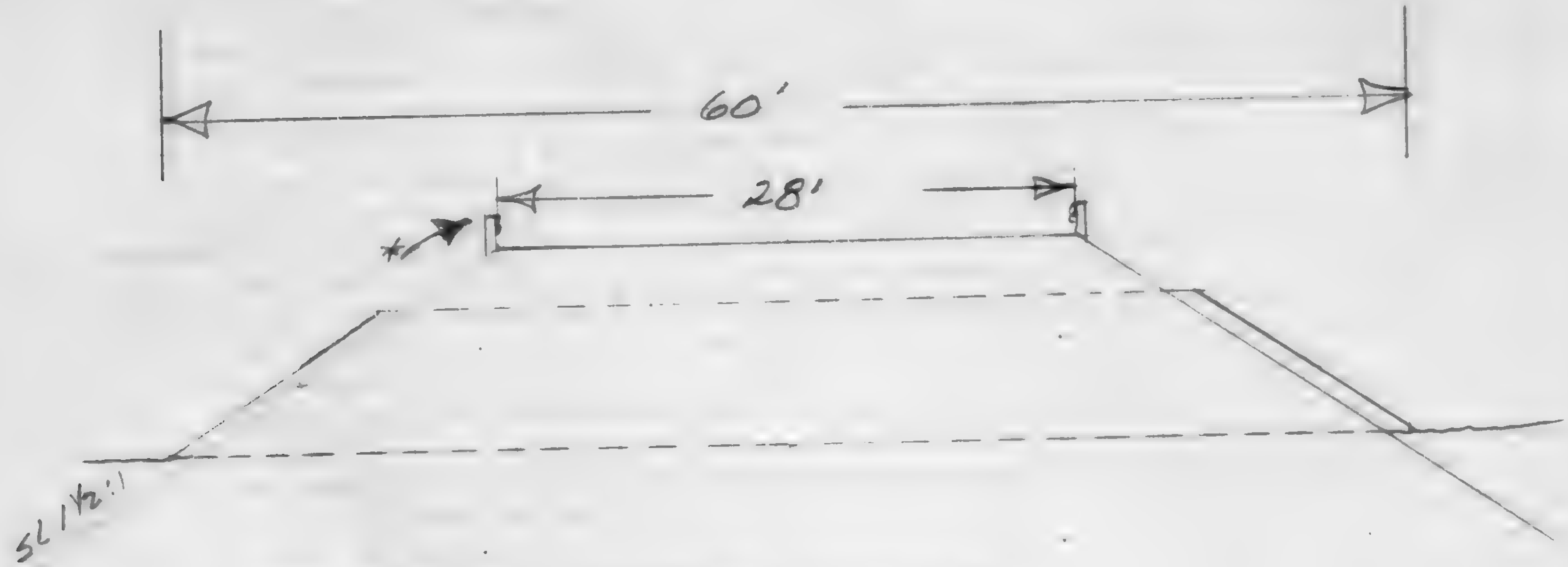
Bridge over Foley Slough on Fry Lane
in Harney County ~~Inspected~~ by

Alternative No. 1



61'
18" 1"-0 Rock Surface
Emb. backfill

2 Arch Type Corr. Metal Pipe
128" x 83" x 60" (Note: USE only one pipe if hydraulic criteria is met)



*Install Guardrail as required

BRIDGE INVENTORY INSPECTION RECORD
Oregon State Highway Division

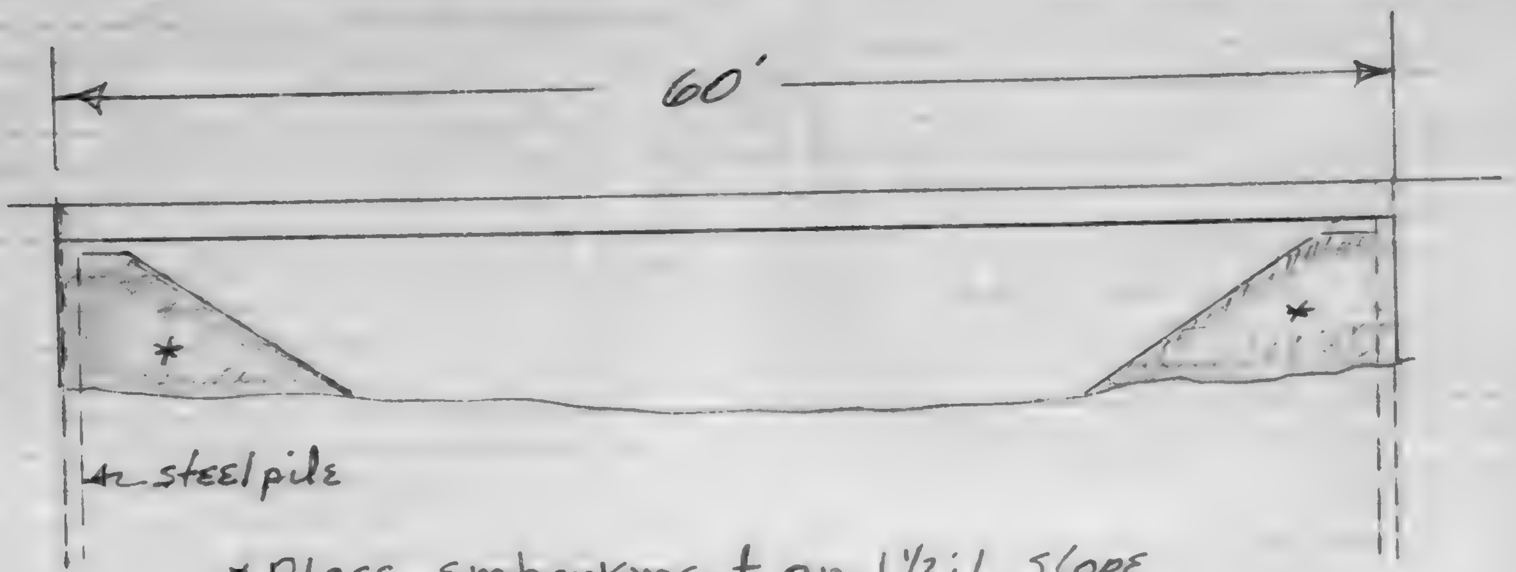
Sheet .... of ....

Bridge No. 25C 49

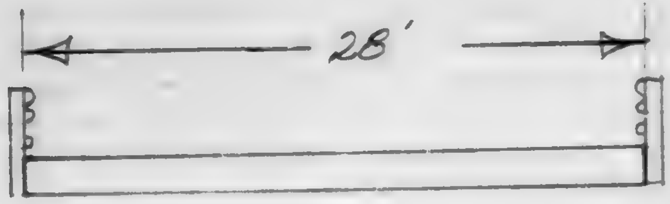
Bridge over Foley Slough on Fry Lane County Highway No. A20300

in Harney County. ~~Inspected~~ ~~by~~ Location No. MP 0^{50}

Alternative No. 2



* Place Embankment on 1½:1 slope



28' x 60' Prestressed Concrete Slab Span Struct.
On steel pile w/steel cap

Reconnaissance Narrative

Fry Lane (Foley Slough) Bridge Section

Bridge No. 25C49
Highway Bridge Replacement (HBR), Off System
Harney County

Project Description

Project is located Northeast of Burns on Fry Lane about 1/2 mile south of the Central Oregon Hwy (MP 134.31), on the section line between Sections 4 and 5, T. 23 S, R 31 E.

Harney County is proposing to replace the structure by one of the following methods.

1 - Install culvert pipe (or pipes), construct roadway embankment, guardrail and rock surface.

2 - Construct prestressed reinforced concrete slab span structure (60' x 28') with bolt on flex beam rail.

Project History

The existing structure was constructed in 1960 and no major maintenance has been performed since that time. During an inspection in September, 1980, severe timber deterioration was noted and recorded under the bridge inspection program.

As a result of this inspection the structure appears on the National list of deficient bridges, has been recommended for replacement under the terms of the HBR Guidelines & Working Agreement and replacement has been approved by the Oregon Transportation Commission utilizing HBR Funds in FY 1982.

General Notes

The existing structure was constructed by the County to replace a timber structure that was erected in the late 20's or early 30's. Little thought (if any) was given to hydraulic requirements, life of timber structures in this area or other economic analysis. The roadmaster saw only a 61' bridge and that is what he put back.

In discussing the flow of Foley Slough with area ranchers, retired County roadmasters and present County officials it is apparent the slough does not act or function in the same manner today as it has in the past. Some feel the flow has been impacted by better stream management of the Silvies River and improved irrigation methods employed while others feel that "Mother Nature" has contributed by deepening the Silvies channel and not providing the same snow pack in the mountains as in the years past. The one thing they agree on is that Foley Slough operates only during peak run off periods and heavy, poor managed, irrigation periods. No one recalls an ice problem at the bridge site.

Foley Slough originates about 3 1/2 miles northwesterly of the crossing on Fry Lane, has a general fall of about 5'/mile which results in a very low velocity. It must be noted the County has installed a 128"x83" pipe at the Foley Drive crossing of Foley Slough and has experienced no problems.

Recommendation

It is proposed we study Harney County's proposal to replace the structure with one or more culvert pipes very closely. If justifiable, the culvert installation could result in a substantial reduction of cost which would allow possible funding of another Off System structure. If culvert pipes are not justifiable, we should then proceed with development of plans for a replacement structure.

This recommendation has been discussed with Dave Carter, Area Engineer, FHWA, who gives his full support.

Roger C. Lang

3/10/81

FLS0001

Form 81-734-3030

9525

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Fry Lane (Foley Slough) Bridge HBR(OS)
Date April 1 1981
Highway County Road A20300
Authorization No. 1
County Harney #13
Survey Prefix 213-1905 (Assigned by Salem office)

Description of termini, route, length, etc.:

About ½ mile south of Central Oregon Highway, M.P. 134.31, on Fry Lane at crossing of Foley Slough.

modified 10-26-81

		Estimate of Cost
Field Survey	(901)	6,300
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	N/A
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	250
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	1,500
Engr. Graphics	(919)	
Office Engineer	(920)	~~250~~ 200
Specifications	(921)	1,000
Environmental	(923)	
Foundation Exploration	(926)	4,500
Free Bridge Design	(927)	5,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Eng.)	(922)	50

Purpose of survey:

Prepare plans, specifications and estimate of cost.

BROS-1300(3)
11-2-81

~~Estimate of cost:~~

Approved by otc 1-27-81

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 20 1981
LOCATION SECTION

Total estimated cost of survey . . . . . $ 19,950
Previous authorization . . . . .
Additional authorization requested . . . . .
Additional authorization approved (Salem) . . . . .
Total all authorizations approved (Salem) . . . . .

Requests made by: Logan C. Long
Region Federal Aid Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. Perkins
Location Engineer

Approved: E. S. Hunter
Assistant State Highway Engineer

SP*19760-734

9535

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: April 1,1981

PREFIX: 213-1905

1 - IDENTIFICATION

PROJECT NAME: Fry Lane (Foley Slough) Bridge Section BROS-3300(3)

HIGHWAY NAME: Fry Lane

HIGHWAY NUMBER: County Road A20300

REGION: 5

ADMINISTRATIVE DISTRICT: 14

COUNTY: Harney

CITY: N/A

LENGTH: 0.1±

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR (Highway Bridge Replacement)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct prestressed reinforced concrete slab span structure with bolt-on rail.

NOTE: First alternative by County is to explore possibility of replacing structure with one or more pipes.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 70 - 120 (estimated)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 11/6/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTI[illegible] NUMBER AND WIDTH	P[illegible]OSED NUMBER AND WIDTH
TRAVEL LANES	2 - 14	2 - 14
SHOULDERS	N/A Gravel Road	N/A
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Foley Slough	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☐	☒
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☐	☒
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☒	☐	☐
Utilities	☐	☐	☒	Design Review with County	☒	☐	☐

Type ______________________

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY		1
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		—
RIGHT-OF-WAY ACQUISITION		—
P.S. & E. DOCUMENTS		3

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE	*October, 1981	

(*If early P. E. is approved)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
None required if bridge is used 18" 1"-0 if pipes are used		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

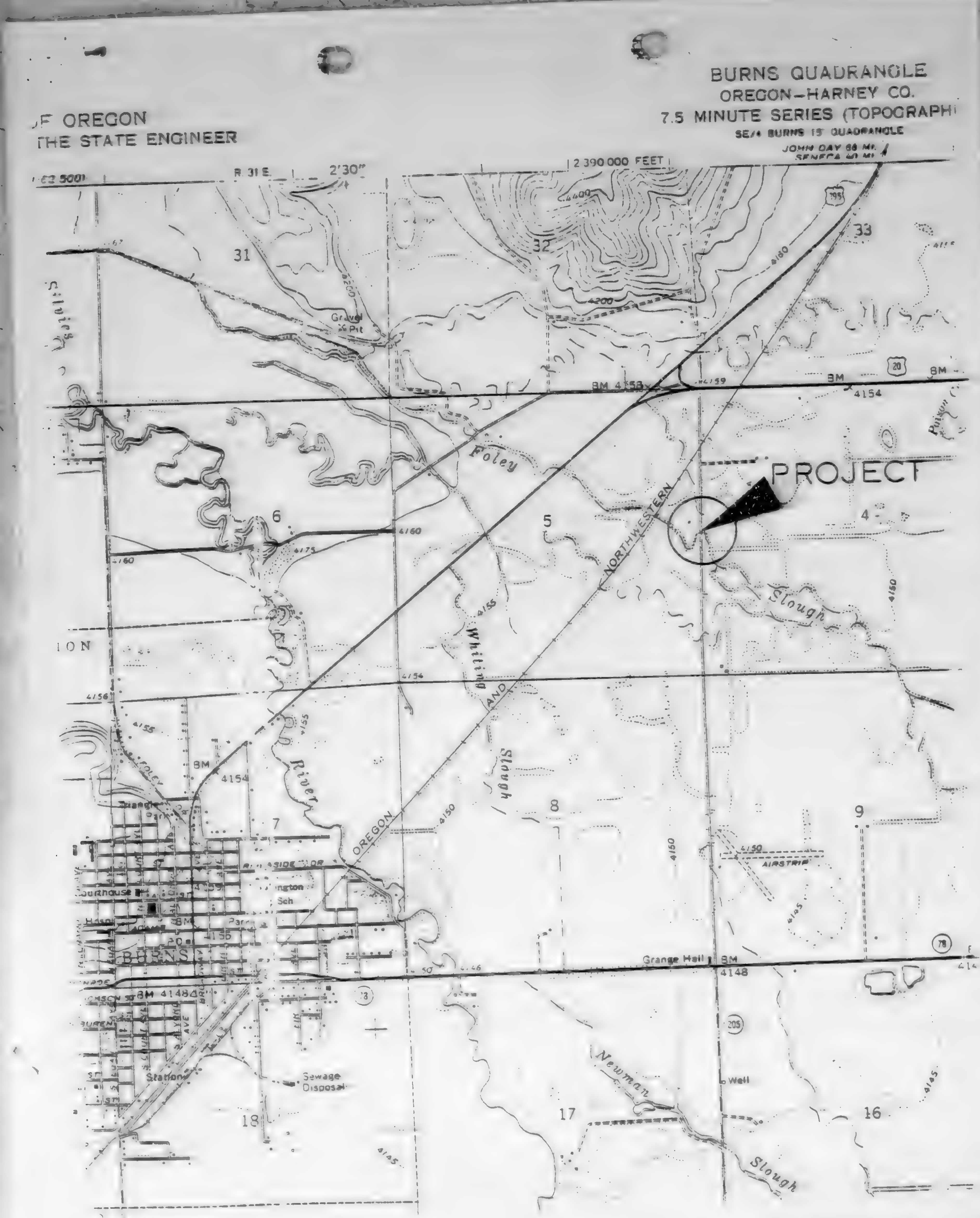
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	19,950
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	4.500
ILLUMINATION	0	
STRUCTURES 28 x 60	84,000	84.000
RAILROAD	0	
ROADWAY	10,000	10.000
OTHER		
ENGINEERING & CONTINGENCIES (38.3%)	36,000	36.000
PROJECT TOTAL	* 135,000	154,450

(* [illegible] cost estimate based on new structure)

SUBMITTED BY [illegible]

FORM 734-1730 (12-78) Page 4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Silvies
Gravel Pit
AIRSTRIP
Grange Hall
BM 4158
BM 4154
BM 4148
BM 4154
BM 4148
Courthouse
BURNS
RIVERSIDE DR
Station
Sewage Disposal
Well
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4150
4145
4200
4400
ION

1982 Beltline Hwy. @ Green Hill 9528
Rd. Sec. one mi. W. of Eugene.
(Traffic Signal Installation)

CdA 7700 7/28/82

US Department of Transportation
Federal Highway Administration

kke

STATE COPY

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9/14/84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-25(4)
COMPLETION DATE (Actual) 3/25/83	ACCEPTANCE DATE BY CONRTACT AGENCY 7/18/83	TIME ELAPSED 99 %	CONTRACT TIME 90 C.D.

LOCATION

S.R. 126, Junction of County Road and West Urban Boundry of Eugene

The **FHWA-47**, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BELTLINE ROAD @ GREEN HILL ROAD
BELTLINE ROAD
Signal

This project provided for the installation of a 5-phase fully actuated traffic signals at the intersection of Beltline Road and Green Hill Road. A contract in the amount of $42,887 was awarded to Hamilton Electric Inc., Eugene, Oregon on 8/31/82. Work began on 2/4/83 and was completed in reasonable close conformance with the approved plans and specifications including approved changes on 3/26/83 at a final cost of $66,034.91 which includes $42,726.40 for original contract work, $6,777.36 for approved force account work, $6,175.15 for approved state force work and $10,900.00 for construction engineering.

There were no major significant overruns or underruns involved on this project.

NOTED
W. E. SCHWARTZ

RECEIVED
HWY ENGR
OCT 10 '84
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 9/84	TITLE Field Operations Engineer	DATE 10/9/84

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

75-7

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10124

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/29/83

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 69

10. GENERAL LOCATION:
Beltline Highway at Green Hill Road

11. GENERAL DESCRIPTION OF WORK
Remove wheel chair ramp and construct sidewalk and curb

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/29/83 as requested in Mr. Fredrickson's letter of 5/18/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $500, Federal Funds $450.

RECEIVED
STATE HWY ENGR
JUN 4 '84
REFER TO Pc Her
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/30/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10-149		County Lane
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-25(4)
MODIFICATION NUMBER 2		

The Project Agreement for the above referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 6, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 70,800.00	$ 72,689.00
Federal funds	$ 63,720.00	$ 65,420.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: R.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale L. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 20, 1983

Federal-Aid Project No. HES-25(4)

Beltline Hwy. @ Green Hill Road
Beltline Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$	9,000.00

Type Code Y033
Traffic Signal

Subtotal of previous estimate of September 7, 1982			$	53,812.08

Additional Items

Signal Modification (E.W.O. #2)	All Required		$	1,070.00
State Furnished Software (S.F.O. #2)	All Required			500.00
Install Power to Advance Warning Signs (S.F.O. #3)	All Required			200.00
			$	1,770.00
		Increase	$	1,770.00
		Subtotal	$	55,382.08
		Engineering		8,306.92
		Total	$	63,689.00
Length of Project				0.00 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,100.00	$ 900.00
Traffic Signal	63,689.00	57,320.00	6,369.00
Total	$ 72,689.00	$ 65,420.00	$ 7,269.00

Group 1 88%; Group 8 12%
Contract No. 9528
Prefix: 20-1988
Prefix: 20-1062

7505

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-102		County Lane
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number HES-25(4)
MODIFICATION NUMBER 1	September 15, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 6, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,000.00	$ 64,317.00
Federal funds	$ 8,100.00	$ 57,885.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

S-Files

Oregon State Highway Division
Salem, Oregon September 7, 1982

Federal-Aid Project
No. HES-25(4)

Beltline Hwy. at Green Hill Road
Beltline Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 9,000.00

Type Code Y033
Traffic Signal

Temporary Protection and Direction of Traffic		All Required	$ 789.00
Temporary Signs	150 Sq. Ft.	4.50	675.00
Flagmen	40 Hours	5.00	200.00
Traffic Signal Installation, Complete		All Required	41,223.00
			$ 42,887.00

Anticipated Items

Permanent Signing	All Required	$ 1,800.00
Permanent Pavement Striping	All Required	1,700.00
Signal Controller Testing & Turn-On	All Required	1,925.00
		$ 5,425.00
	SUBTOTAL	$ 48,312.00
	Engineering	7,005.00
	TOTAL	$ 55,317.00

Length of Project -------------- 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,100.00	$ 900.00
Traffic Signal	55,317.00	49,785.00	5,532.00
TOTAL	$64,317.00	$57,885.00	$6,432.00

Group 1 88%; Group 8 12%
Contract No. 9528
Prefix: 20-1988
Prefix: 20-1062

TO BE COMPLETED BY FHWA 4-108	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 3/31/81	STATE OREGON COUNTY LANE PROJECT NO. HES-25(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 126, Jct. Co. Rd. @ W. Urban Boundary

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-17-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,000.00	$ 8,100.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. J. Wilcox

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 3 1 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 26, 1981

Federal Aid Project
No. HES-25(4)

Beltline Hwy. @ Green Hill Rd. Section
SR 126 in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$9,000.00
	TOTAL	$9,000.00

Length of project ------------ 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,100.00	$ 900.00
Retain in Program Status			
Contract Work	60,000.00	54,000.00	6,000.00
TOTAL	$69,000.00	$62,100.00	$ 6,900.00

Group 1-100%
Prefix 20-1988

August 10, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Avenue, S., C-3000
Federal Way, WA 98003

CON 5
#9528

Gentlemen:

Contract No. 9528 awarded to Hamilton Electric, Inc., for traffic signal installation on the Beltline Highway at Green Hill Road in Lane County was completed on June 24, 1983, and accepted by the State Highway Division on July 18, 1983.

The total contract amount is $48,959.76 including $6,777.36 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

cc Hamilton Electric, Inc.
232 W. 5th Avenue
Eugene, OR 97401

United Pacific Ins. Co.
P.O. Box 1788
Eugene, OR 97440

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
James Gix

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 18, 1983

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9528 On Site Work Substantially Completed March 25, 1983

All Work Completed June 24, 1983

Project Beltline Hwy. @ Green Hill Rd.

Highway Beltline

County Lane

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

noted
R Gormsen

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

DATE: July 6, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Beltline Hwy. @ Greenhill Road Section
Beltline Highway, Lane County
Contract No. 9528

This federal-aid traffic signal project was recently completed and it now appears that the final cost will exceed the project authorization by $9,200 or 16.6 percent.

The major portion ($5,700) of the overrun was used to add flashing beacons on each of four advance warning signs installed under the contract. These were required to provide ample protection for the traveling public.

The balance of the overrun consists primarily of construction engineering which was needed to monitor the contractor's operation.

There are sufficient funds available in the category of work and all the increase except $1,530 is eligible for federal participation.

I recommend that the authorization be increased by $9,200 to a new total of $64,517.24. This matter will be on the consent calendar for the July meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
J. J. Gix
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO

378-6318

FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: July 1, 1983

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Beltline Hwy. @ Greenhill Road Section
Beltline Highway, Lane County
Contract No. 9528

This federal-aid traffic signal project was recently completed and it now appears that the final cost will exceed the project authorization by $9,200.00 or 16.6 percent.

The major portion ($5,700.00) of the overrun was used to add flashing beacons on each of four advance warning signs installed under the contract. These were required to provide ample protection for the traveling public.

The balance of the overrun consists primarily of construction engineering which was needed to monitor the contractor's operation.

There are sufficient funds available in the category of work and all the increase except $1,530.00 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $9,200.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
D. W. Greene
R. D. Church
D. E. Swan

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Beltline Hwy. at Green Hill Rd. Date May 19,1983

Highway Beltline Contract No. 9528

County Lane Kind of Work Traffic Signal Inst. Contractor Hamilton Electric

	Authorized	Estimated
Contract Amount	42,387.00	42,726.40
Anticipated Items	5,425.00	5,112.38
Contingency (4½%)	2,174.04	6,935.03
Engineering	4,831.20	9,743.43 ~~9,743.93~~
Credits		
PROJECT COST	55,317.24	64,517.24 ~~64,517.74~~

NET INCREASE $ 9,200.00 ~~9,200.50~~ OR 16.6 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
U EWO #1 Install Flashing Beacon	-0-	+5,706.66
Engineering	9,743.93	+4,912.73

Principal reasons for overruns (Continue on reverse side): The primary reasons for overrun on this project are EWO #1(requested by District Maintaince Supervisor and Region Personnel) and Engineering which was needed to monitor the contractor's operation and assure safety to the traveling public

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by D.W. Greene, Project Manager
~~Resident Engineer~~

Noted by D. B. [illegible]
For Construction ~~or Bridge~~ Engineer

Confirmed by J. K. Wilson 5-31-83
Regional Engineer

Noted by H. S. Coulter
~~Deputy~~ State Highway Engineer

SP*68727-734

REPORT NO. 22

FORM 734-3081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BELTLINE HIGHWAY AT GREEN HILL ROAD

WEEK ENDING: JULY 2, 1983

SECTION PREFIX: 20-1062

HIGHWAY: BELTLINE

COUNTY: LANE

NAME OF JOB: BELTLINE HWY @ GREEN HILL ROAD

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: HAMILTON ELECTRIC, INC.

CONTRACT NUMBER: 9528

FEDERAL AID PROJECT NUMBER: HES-25(4)

DATE OF CONTRACT: 31 AUGUST 1982

DATE WORK STARTED: 4 FEBRUARY 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0

SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90 CD

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 89

PERCENT OF TIME ELAPSED: 98.9%

PROJECT AUTHORIZATION: $ 55317.24

EXCLUSIVE OF ENGINEERING: $ 50486.04

ESTIMATED COST OF COMPLETED PROJECT: EXCLUSIVE OF ENGINEERING: $ 56389.62

ESTIMATED PERCENT: OVERRUN 12 %

ENGINEERING AUTHORIZATION: $ 4831.20

ENGINEERING COST TO DATE: $ 10800.00

THIS WEEK 0.0

PERCENT OF AUTHORIZATION: 223.5%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 111.7%

DATE PROJECT WAS COMPLETED: 26 MARCH 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	TRAFFIC SIGNALS							
PERCENT	100.%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	PARTLY CLOUDY	0		
TUESDAY	CLEAR	0		
WEDNESDAY	MOSTLY CLOUDY	0		RECEIVED
THURSDAY	RAIN	0		
FRIDAY	RAIN	0		[illegible]
SATURDAY		0		SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6/26/83 SUNDAY	No Activity this week.
6/27/83 MONDAY	
6/28/83 TUESDAY	
6/29/83 WEDNESDAY	
6/30/83 THURSDAY	
7/1/83 FRIDAY	
7/2/83 SATURDAY	

REMARKS

2nd Notification given - March 25, 1983.

3rd Notification given - June 24, 1983.

Semi-final submitted June 27, 1983.

This is the last report.

SIGNED Kenneth [illegible] LOCATION Eugene
D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE COPY

9528

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5 10		County Lane
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-3-83	Project Number HES-25(4)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 6, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 64,317.00	$ 70,800.00
Federal funds	$ 57,885.00	$ 63,720.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of May, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: H.S. Coulter, P.E.
XXBy

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division Salem, Oregon April 29, 1983	Federal-Aid Project No. HES-25(4)

Beltline Hwy. @ Green Hill Road
Beltline Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 9,000.00

Type Code Y033
Traffic Signal

Subtotal of previous estimate of September 7, 1982	All Required	$ 48,312.00

Additional Items

Install Flashing Beacons (E.W.O. #1)	All Required	$ 5,500.08
	Increase	$ 5,500.08
	Subtotal	$ 53,812.08
	Engineering	7,987.92
	Total	$ 61,800.00

Length of Project ----------- 0.00 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,100.00	$ 900.00
Traffic Signal	61,800.00	55,620.00	6,180.00
Total	$ 70,800.00	$ 63,720.00	$ 7,080.00

Group 1 88%; Group 8 12%
Contract No. 9528
Prefix: 20-1988
Prefix: 20-1062

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-25(4)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10124

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/14/83	8. FEDERAL ROUTE NUMBER Primary 25	9. STATE ROUTE NUMBER Primary 69

10. GENERAL LOCATION:
Beltline Highway at Green Hill Road

11. GENERAL DESCRIPTION OF WORK
Install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/14/83 as requested in Mr. Keasey's letter of 3/22/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $1,800 Federal Funds $1,530.

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO
[illegible]
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/4

14. DATE 3/28/83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division

4. [illegible] NO.

5. ITEM NO. 10124

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/10/83

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 69

10. GENERAL LOCATION:
Beltline Highway at Green Hill Road

11. GENERAL DESCRIPTION OF WORK
Install power to advance warning flasher

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/10/83 as requested in Mr. Keasey's letter of 3/21/83 as being in the public interest for the use of Eugene Water and Electric Broad Forces to proceed with the above work. State Force Order No. 4 representing work to be performed by Eugene Water and Electric Board forces is approved for a TEC of $200.48 Federal Funds $180.

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/4

14. DATE 3/28/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosener

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-25(4)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Lane

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10124

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/30/82

8. FEDERAL ROUTE NUMBER: Primary 25

9. STATE ROUTE NUMBER: Primary 69

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO
FOR
Info
Inves
R/D
D R
Sign
Act
File

10. GENERAL LOCATION: Beltline Highway at Green Hill Road Section

11. GENERAL DESCRIPTION OF WORK: Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Signing S.F. $1,800
Permanent Pavement Striping S.F. $1,700
Signal Controller Testing and Turn-on $1,925

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7/29/82 request and certifying statements are accepted.

PS&E documents for the subject project have been revived and are approved at a total estimated cost of $60,070 Federal Funds $54,063.

A signed copy of the Title Sheet is returned herewith.

It is understood that preliminary engineering charges for this project are eligible for Federal participation to date of advertising for bids.

14. DATE: 7/30/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. H

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

July 28, 1982

Lane County Public Works Dept.
3040 N. Delta
Eugene, OR 97401

AGR 4-2

Attention: Donald LaBelle
Director of Public Works

Lane County Board of Commissioners
125 E. 8th Avenue
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attention: Donald M. Penfold
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of a Construction-Finance Agreement covering design, installation, maintenance and power for traffic signals on the Beltline Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

7527

Hwy 69

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-5

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: April 6, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Beltline Road at Greenhill Road
Beltline Highway No. 69
Lane County

____ Varstrec ____
1 ____ nderson ____ A
____ Adams ____
____ [illegible] ____
____ Sullivan ____
____ [illegible] ____
____ [illegible] ____
____ [illegible] ____

RECEIVED
[illegible]
ROAD DESIGN
SECTION

Do Not File
Return To ____
Bring Up ____ / ____
Action ____

The Traffic Section is currently preparing plans for a traffic signal contract at the above intersection. The plans will call for the contractor to fabricate and install a sign frame on each signal pole to accommodate a 6'-6" x 4'-0" sign. It will be the responsibility of the State to fabricate and install the four signal pole-mounted signs. The State will also be responsible for installing 6'-6" x 3'-0" "NEXT LEFT" and "NEXT RIGHT" signs.

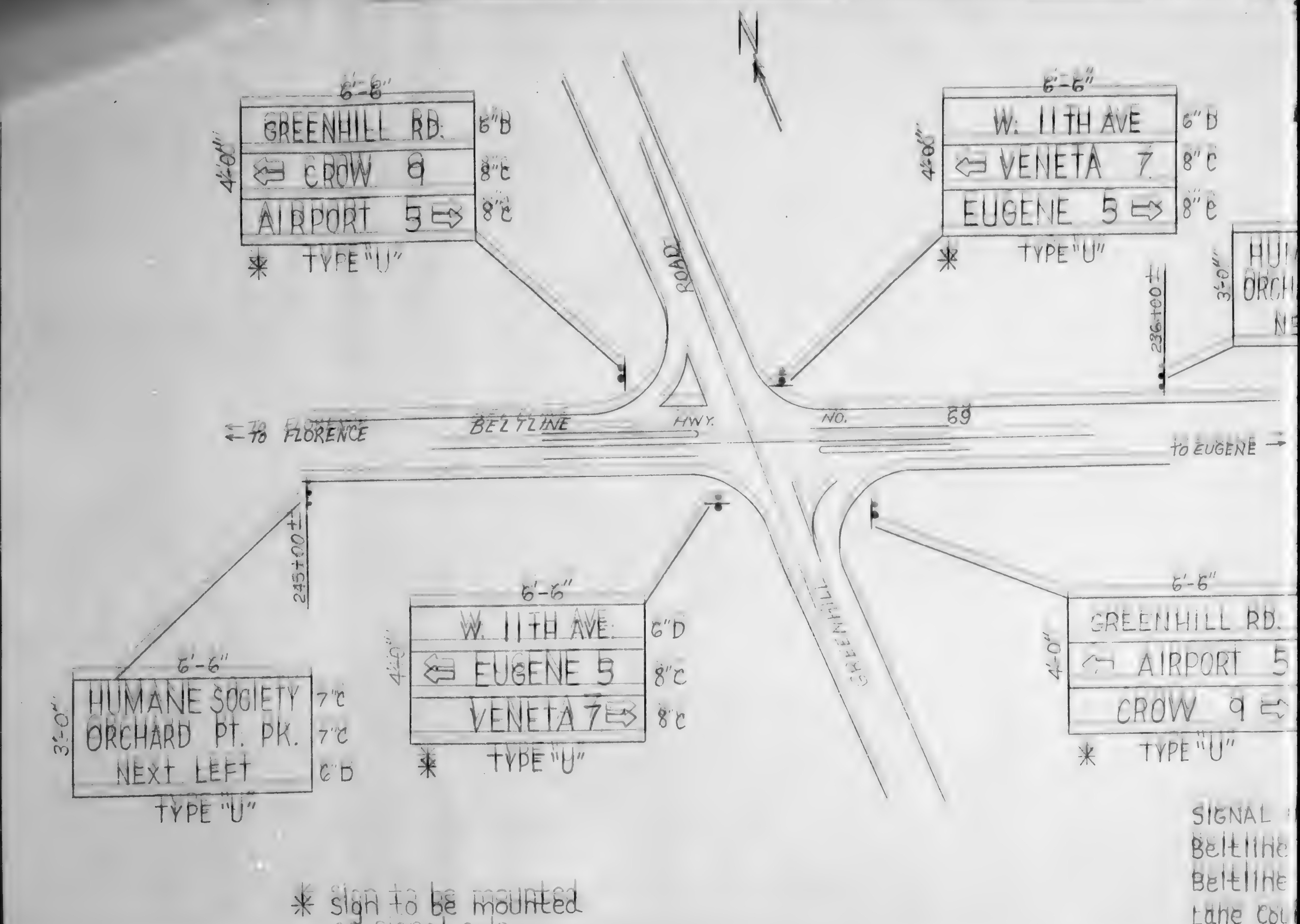
Attached is a plan showing the proposed guide signs for this intersection. Please have this work done by State Forces at the appropriate time during the contract. The sum of $1,800 will be added as an anticipated item to do this signing with State Forces.

L. E. GEORGE - TRAFFIC ENGINEER

ELS:ds
Attachment

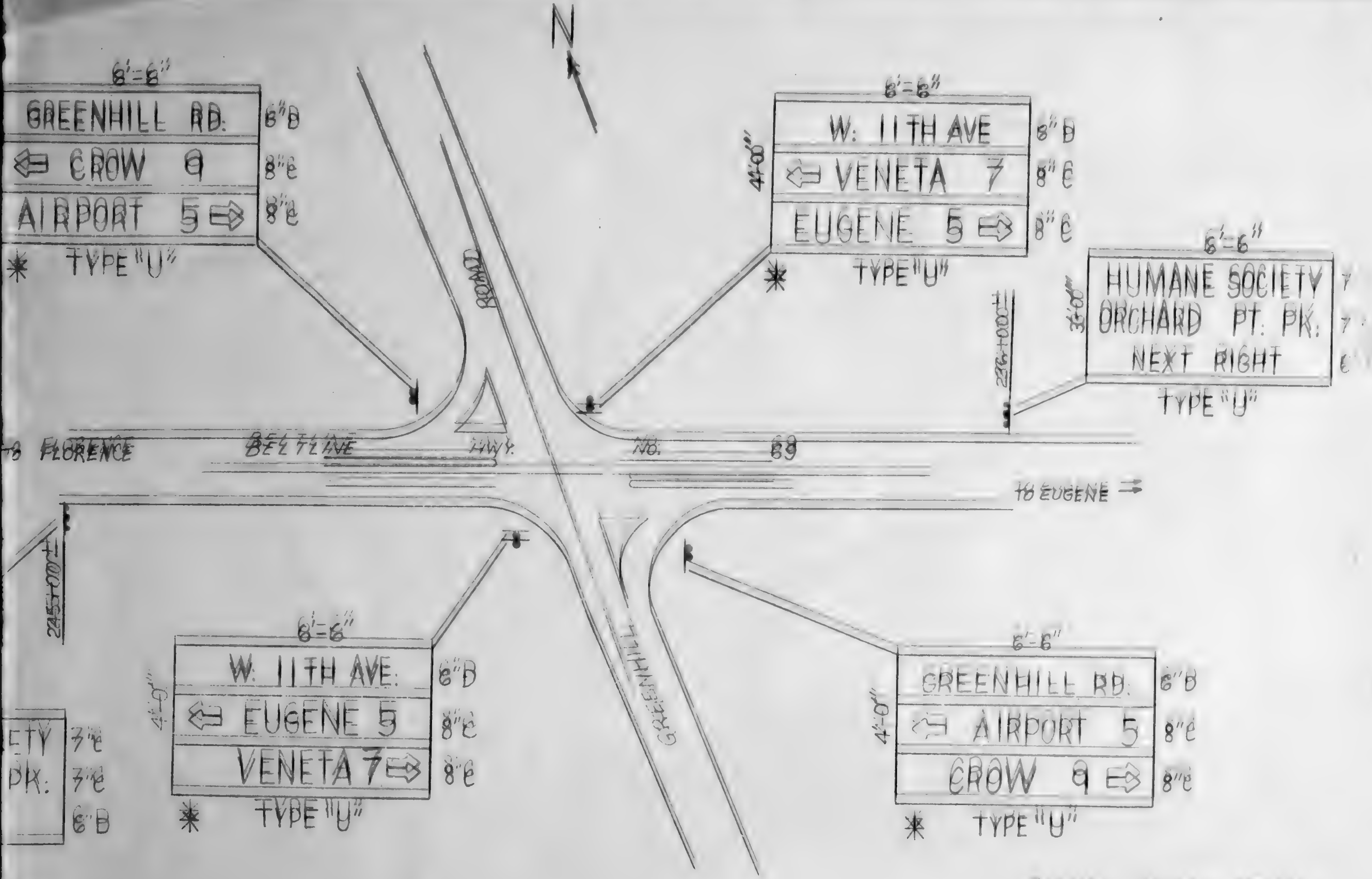
cc: C. T. Keasey
R. L. Schroeder
L. R. Asburry
Jack Sullivan
D. N. Stoudenmeyer
Ellis Jones

REFERRED TO
____ [illegible] 1 Stoudenmeyer ____
____ Cole ____ [illegible] ____
____ Erikson ____ 2 Watson W
____ [illegible] ____ Dorn ____ Leu
Return [illegible] File Due
BY FINAL DESIGN ENGINE


N
6'-6"
4'-0"
GREENHILL RD.
⇦ CROW 9
AIRPORT 5 ⇨
6"D
8"C
8"C
* TYPE "U"
6'-6"
4'-0"
W. 11TH AVE
⇦ VENETA 7
EUGENE 5 ⇨
6"D
8"C
8"C
* TYPE "U"
3'-0"
HU
ORCH
N
236+00±
ROAD
← TO FLORENCE
BELTLINE
HWY.
NO.
69
TO EUGENE →
245+00±
GREENHILL
6'-6"
3'-0"
HUMANE SOCIETY
ORCHARD PT. PK.
NEXT LEFT
7"C
7"C
6"D
TYPE "U"
6'-6"
4'-0"
W. 11TH AVE.
⇦ EUGENE 5
VENETA 7 ⇨
6"D
8"C
8"C
* TYPE "U"
6'-6"
4'-0"
GREENHILL RD.
⇦ AIRPORT 5
CROW 9 ⇨
* TYPE "U"

* sign to be mounted on signal pole.

SIGNAL
Beltline
Beltline
Lane Cou


N
8'-6"
GREENHILL RD.
⇦ CROW 9
AIRPORT 5 ⇨
6"B
8"C
8"C
✱ TYPE "U"
8'-6"
4'-0"
W. 11TH AVE
⇦ VENETA 7
EUGENE 5 ⇨
8"B
8"C
8"C
✱ TYPE "U"
6'-6"
3'-0"
HUMANE SOCIETY
ORCHARD PT. PK.
NEXT RIGHT
TYPE "U"
236+00±
ROAD
TO FLORENCE
BELTLINE
HWY.
NO.
69
TO EUGENE ⇒
GREENHILL
245+00±
6'-6"
4'-0"
W. 11TH AVE.
⇦ EUGENE 5
VENETA 7 ⇨
6"B
8"C
8"C
✱ TYPE "U"
ETY
PK.
7"C
7"C
6"B
6'-6"
4'-0"
GREENHILL RD.
⇦ AIRPORT 5
CROW 9 ⇨
6"B
8"C
8"C
✱ TYPE "U"

SIGNAL INSTALLATION
Beltline Rd. @ Greenhill
Beltline Hwy. (No. 69)
Lane County

✱ sign to be mounted on signal pole.

Final 69

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

DATE

PREFIX

1 -- IDENTIFICATION

PROJECT NAME Beltline Hwy. @ Greenhill Road			
HIGHWAY NAME Beltline			HIGHWAY NUMBER 69
REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY
LENGTH	MILEPOST NUMBER 11.28 TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title III

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project is for installation of 5-phase fully actuated traffic signals at subject intersection.

Versteeg
Anderson
Christensen
Olson
Sullivan
Jerrim
[illegible]
[illegible]

RECEIVED
MAR 1 [illegible]
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

2 -- TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1979 10,400	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☒	☐	☐	☐
	PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

REFERRED TO
Eberd Gleuckenmeyer
Cole
Eriksen Watson
Hager Dorn
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

APPROVED

Location Engineer

Date 3/17/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 at 12"	same
SHOULDERS	2 at 6"	same
MEDIANS	1 at 4" at intersection	same
PARKING LANES	no	same
SIDEWALKS	in SW quadrant 5"	same
BIKEWAYS		Shldr. Bikepath
INTERCHANGES		—— ——
OTHER: Left turn refuge	12"	same

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, Telephone

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(5)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

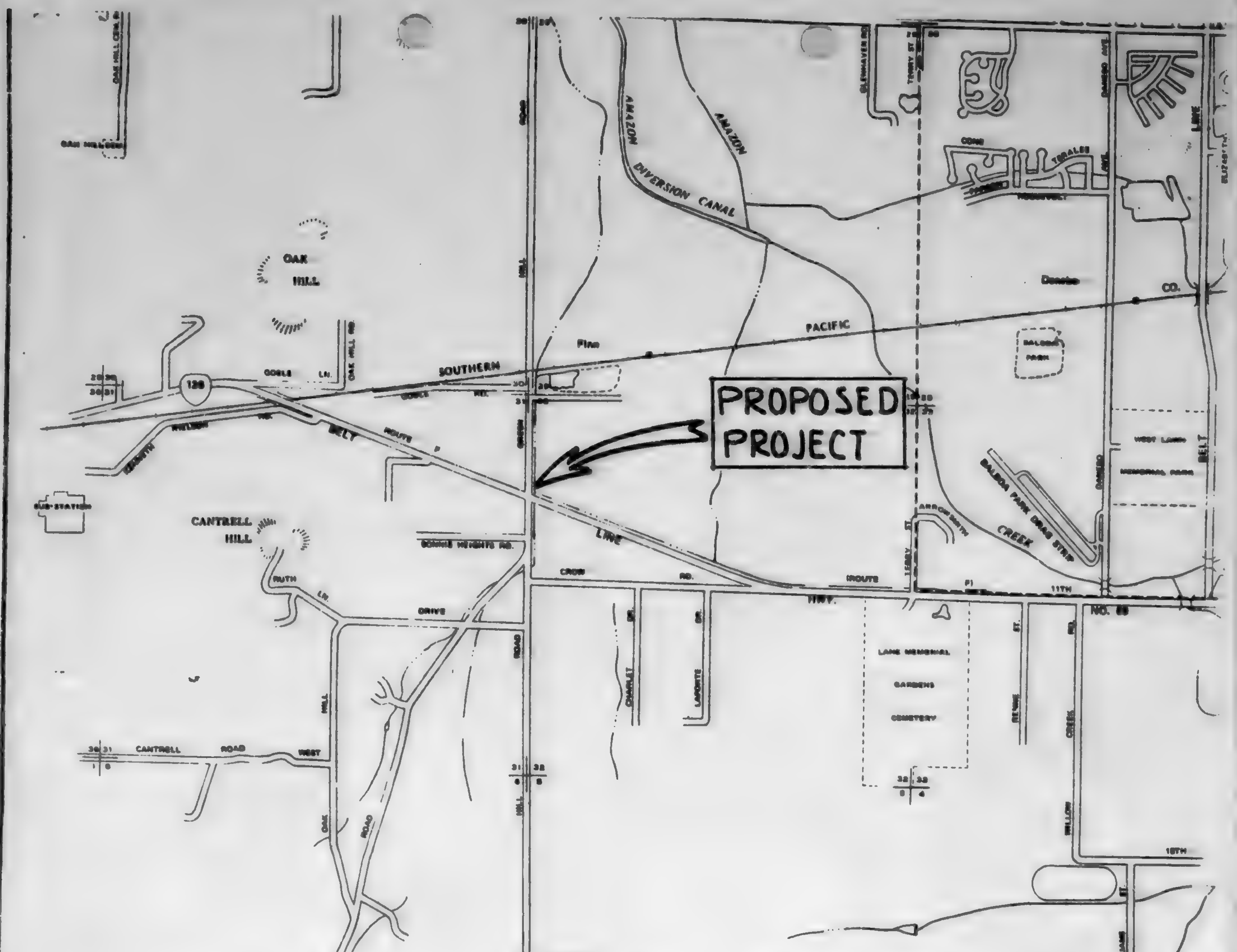
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		9,000
RIGHT OF WAY		
TRAFFIC CONTROL Multi-Phase Signal		* 60.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		69.000

SUBMITTED BY ______________________



PROPOSED PROJECT

OAK HILL
CANTRELL HILL
SUB-STATION
126
GOBLE LN.
OAK HILL RD.
SOUTHERN
PACIFIC
CO.
BELT ROUTE
LINE
BONNIE HEIGHTS RD.
CROW RD.
RUTH LN.
DRIVE
GREEN HILL ROAD
AMAZON
AMAZON DIVERSION CANAL
TERRY ST
GLENHAVEN RD
CONI
TERALEE
ROOSEVELT
DANEBO AVE
BELT LINE
ELIZABETH
BALBOA PARK
BALBOA PARK DRAG STRIP
CREEK
ARROWSMITH
LEGGY ST.
WEST LAWN MEMORIAL PARK
ROUTE
HWY.
11TH
NO. 99
LANE MEMORIAL GARDENS CEMETERY
CHARLET DR.
LAPORTE DR.
WILLOW CREEK RD.
18TH
CANTRELL ROAD WEST
OAK HILL ROAD
DUKHOBAR ROAD
CROW ROAD
McTAVISH LN.
ROAD
WILLOW CREEK
WILLOW
QUARRY
MT. VALVUE
GYPSY
GELLMOR ST
MURRAY HILL
HOODOO
HILL
DUKHOBAR

9527 3-17-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10124

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/17/81

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 69

10. GENERAL LOCATION:
Beltline Highway at Green Hill Road Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ XXX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility Preparatory Work TEC $9,000 - F.F. $8,100
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested in Mr. Swan's letter of 3/9/81.

STATE
MAR 19 '81
REFER TO Moehring

14. DATE 3/17/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

9528.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 9, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10124
Project No. HES-25(4)
Beltline Highway @ Green Hill Rd. Section
Lane County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Prospectus, Narrative Report, collision diagrams, traffic warrants, pictures and other traffic data.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.
2) Concurrence that this project falls under Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with Preliminary Engineering at an estimated total cost of $9,000 and an obligation of $8,100 in Federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

Form 734-3122

By computation, the section of highway containing this project would rank 196 on the Rural Priority List that was previously submitted to the Federal Highway Administration.

DRH:bkc
Attachments

cc: L.E. George
Alfred Shirley
General Files

PRO-6

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: January 5, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to install a multi-phased traffic signal on the Belt Line Highway at Green Hill Road in Lane County.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Belt Line Highway at Greenhill Road Lane County	$60,000	$54,000	$6,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

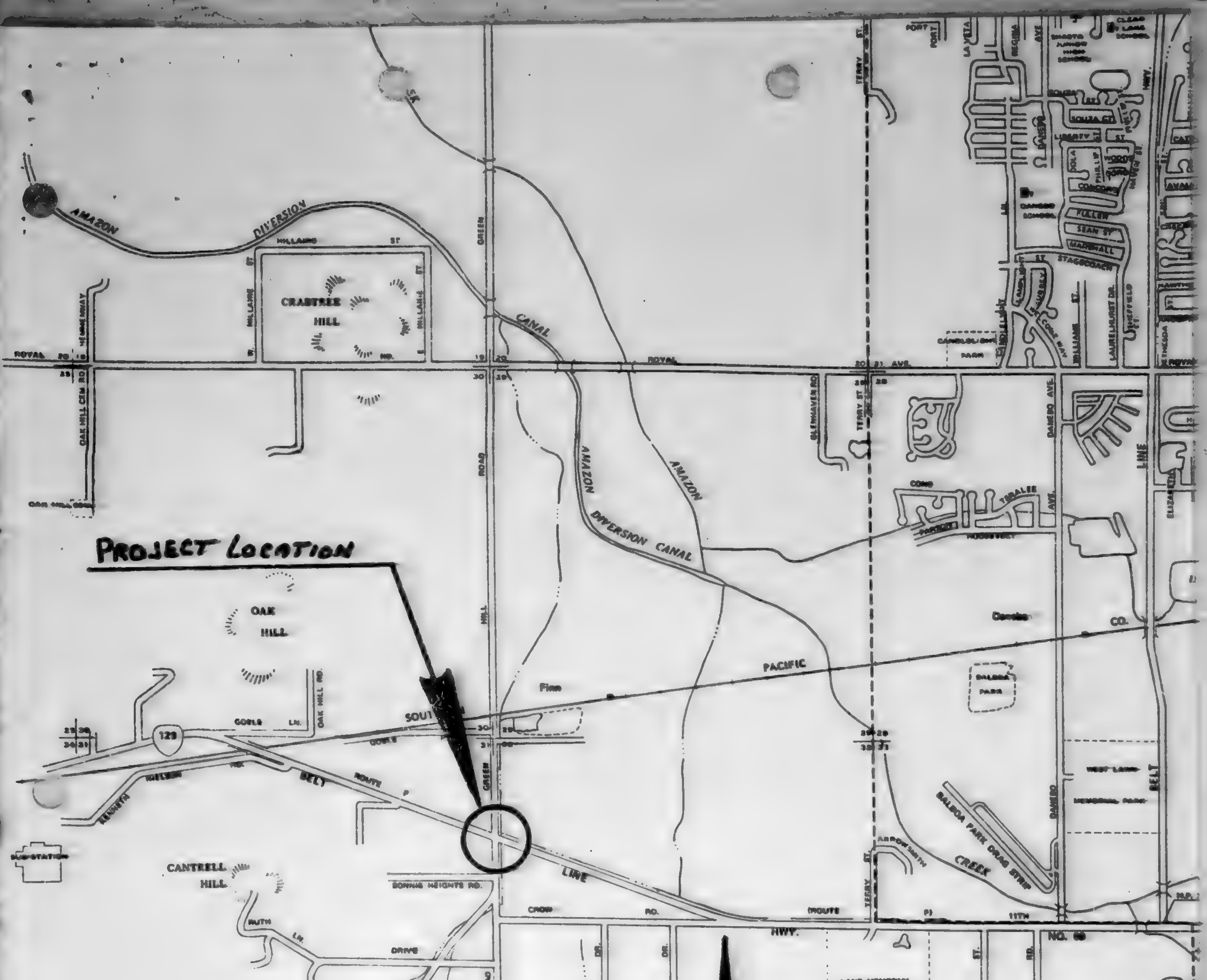
RHB:er

APPROVED:

State Highway Engineer

DATE: 1/6/81

Contains
Recycled
Materials


PROJECT LOCATION
AMAZON DIVERSION CANAL
CRABTREE HILL
OAK HILL
CANTRELL HILL
SUBSTATION
ROYAL AVE.
GREEN HILL ROAD
SOUTHERN PACIFIC CO.
BELT LINE ROUTE
AMAZON
GOBLE LN.
OAK HILL RD.
KENNETH
NIELSEN RD.
129
BONNIE HEIGHTS RD.
CROW RD.
RUTH LN.
DRIVE
CANTRELL ROAD WEST
OAK HILL ROAD
DUKHOBAR ROAD
CROW ROAD
CHARLEY DR.
LAPORTE DR.
ROUTE 11TH
HWY. NO. 68
LANE MEMORIAL GARDENS CEMETERY
BALBOA PARK
BALBOA PARK DRAG STRIP
ARROWSMITH
CREEK
WEST LAWN MEMORIAL PARK
TERRY ST.
DANEBO AVE.
BELT LINE
WILLOW CREEK RD.
McTAVISH LN.
ROAD
WILLOW CREEK
QUARRY
MT. VALVIEW
GYPSY
RATHBONE RD.
WILLIAMS ST.
KELLMOR ST.
RAINIER DR.
MURRAY
18TH
N
LANE COUNTY, OREGON

1982 Cottage Grove Conn. at 9529
Gateway Blvd. Sec. of Pac. Hwy.
(Grading, Paving and Signals)

CHA 7645 5/5/82

cc: OSHD (Coulter)

STATE COPY

SC

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9-14-84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-60(2)
COMPLETION DATE (Actual) 4-7-83	ACCEPTANCE DATE BY CONRTACT AGENCY 8-31-83	TIME ELAPSED 105 %	CONTRACT TIME 200 C.D.

LOCATION

S.R. 1, Connection at Galeway Blvd. (Cottage Grove)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COTTAGE GROVE CONNECTION @ GATEWAY BOULEVARD
PACIFIC HIGHWAY
Grading, Paving, and Signal

This project provided for the construction of left-turn refuges for both eastbound and westbound traffic approaching Gateway Boulevard. The northerly leg of the intersection is the southbound on- and off-ramps of Interstate 5. The work also included the installation of a traffic signal, utility adjustments, and other incidental work common to this type of project.

A contract in the amount of $100,959.25 was awarded to the Wildish Corvallis Construction Co. on September 1, 1982. Work on the project began on September 16, 1982 and was completed in reasonably close conformance with the approved plans and specifications on April 7, 1983 at a final cost of $132,481.99 which includes $100,456.61 for original contract work, $6,800.38 for approved force account work, $3,925.00 for approved State Force work and $21,300.00 for construction engineering.

There were no major significant overruns or underruns involved on this project. A satisfactory explanation of all overruns and underruns are attached to the division office copy of this report.

RECEIVED
STATE HWY ENGR
SEP 28 '84
REFER TO
Fredrickson
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

NOTED
W. E. SCHWARTZ

Cy 102

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9/27/84	TITLE Field Operations Engineer	DATE 9/27/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9529

5

September 26, 1983

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

CON 5
#9529

Gentlemen or Ladies:

A post-final payment for $516.80 will be made to Wildish Corvallis Construction Co. on Contract No. 9529 for work on the Cottage Grove Connection at Gateway Blvd. Section of the Pacific Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $107,256.99 including the post-final payment. Of the total $6,800.38 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
PO Box 7428
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
James J. Gix

ED
9-26-83 kgm

9529

5

September 8, 1983

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

CON 5
#9529

Gentlemen or Ladies:

On September 1, 1983, we wrote to you concerning release of final payment on Contract No. 9529 awarded to Wildish Corvallis Construction Co. for work on the Cottage Grove Connection at Gateway Blvd. Section of the Pacific Highway in Lane County.

Final payment on this contract is $2,004.25. The total contract amount is $106,740.19 including $6,283.58 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Wildish Corvallis Construction Co.
PO Box 7428
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
James J. Gix

9529

5

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-76		County Lane
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-60(2)
MODIFICATION NUMBER 2	8-19-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 31, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 130,558.00	$ 139,410.00
Federal funds	$ 117,502.00	$ 125,469.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Cg file

Oregon State Highway Division
Salem, Oregon August 2, 1983

Federal-Aid Project No. HES-60(2)

Cottage Grove Connection @ Gateway Blvd. Section
Pacific Highway in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$	7,400.00

Type Code Y031
Traffic Signals

Subtotal of previous estimate of September 13, 1982		$	108,509.25
Additional Items			
Modify Illumination (E.W.O. #1)	All Required	$	6,283.58
	Increase	$	6,283.58
	Subtotal		114,792.38
	Engineering		17,217.62
	Total	$	132,010.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,400.00	$ 6,660.00	$ 740.00
Traffic Signals	132,010.00	118,809.00	13,201.00
Total	$ 139,410.00	$ 125,469.00	$ 13,941.00

Group 1 98% Group 8 2%
Contract No. 9529
Prefix: 620-1999
Prefix: 620-1065

7509

STATE COPY L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-103	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER I	September 15, 1982	Project Number HES-60(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 31, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,400.00	$ 130,558.00
Federal funds	$ 6,660.00	$ 117,502.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

G - File

Oregon State Highway Divis
Salem, Oregon September 13, 1982

Federal-Aid Project
No. HES-60(2)

Cottage Grove Connection at Gateway Blvd. Sec.
Pacific Highway in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 7,400.00

Type Code Y031
Traffic Signal

Mobilization		All Required	$ 9,400.00
Temporary Protection and Direction of Traffic		All Required	1,300.00
Temporary Signs	175 Sq. Ft.	3.95	691.00
Temporary Barricades	4 Each	100.00	400.00
Flagman	175 Hour	21.00	3,675.00
Removal of Structures and Obstructions		All Required	1,150.00
Embankment in Place	328 Cu. Yd.	13.00	4,264.00
Aggregate Shoulders	500 Ton	7.00	3,500.00
Treated Base	1,095 Ton	13.00	14,235.00
Class "C" Asphalt Concrete	680 Ton	28.50	19,380.00
Concrete Walks	55 Sq. Yd.	12.00	660.00
Concrete Curbs	65 Lin. Ft.	10.00	650.00
Concrete Islands	58 Cu. Yd.	63.00	3,654.00
Traffic Signal Installation, Complete		All Required	38,000.00
			$ 100,959.25

Anticipated Items

Permanent Signing	All Required	$ 2,000.00
Permanent Pavement Striping	All Required	2,000.00
Temporary Pavement Striping	All Required	500.00
Roadside Seeding & Mulching	All Required	600.00
State Furnished Software	All Required	500.00
Signal Controller Testing	All Required	1,950.00
		$ 7,550.00
	Subtotal	$ 108,509.25
	Engineering	14,648.75
	Total	$ 123,158.00

Length of Project --------------- 0.00 miles

Work Retained in Program

Salvage and Reinstall 2 Luminaires	All Required	$ 5,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,400.00	$ 6,660.00	$ 740.00
Traffic Signal	123,158.00	110,842.00	12,316.00
Total	$ 130,558.00	$ 117,502.00	$ 13,056.00

Group 1 98%; Group 8 2%
Contract No. 9529
Prefix: 620-1999 (P.E.)
Prefix: 620-1063

STATE COPY

TO BE COMPLETED BY FHWA 4-106	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 3-31-81	STATE OREGON COUNTY LANE PROJECT NO. HES-60(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 1 Conn. @ Gateway Blvd. (Cottage Grove)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-17-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 7,400.00	FEDERAL FUNDS $ 6,660.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAR 31 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 26, 1981

Federal Aid Project
No. HES-60(2)

Cottage Grove Conn. @ Gateway Blvd. (Cottage Grove) Section
Pacific Hwy. in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$7,400.00
	TOTAL	$7,400.00

Length of project --------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,400.00	$ 6,660.00	$ 740.00
Retain in Program Status Contract Work	55,000.00	49,500.00	5,500.00
TOTAL	$62,400.00	$56,160.00	$ 6,240.00

Group 1-100%
Prefix

152 S

REPORT NO. 45

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: COTTAGE GROVE CONN. AT GATEWAY BLVD.

WEEK ENDING: JULY 16, 1983

SECTION PREFIX: 620-1063

HIGHWAY: PACIFIC

COUNTY: LANE

NAME OF JOB: COTTAGE GR.CONN.@ GATEWAY BLVD.

KIND OF WORK: GRADING,PAVING AND SIGNALS

CONTRACTOR: WILDISH CONSTRUCTIN CO.

CONTRACT NUMBER: 9529

FEDERAL AID PROJECT NUMBER: HES-60(2)

DATE OF CONTRACT: 31 AUGUST 1982

DATE WORK STARTED: 16 SEPTEMBER 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200 CD

WORK DAYS USED:

CALENDAR DAYS USED: 211

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 105.5%

PROJECT AUTHORIZATION: $ 128833.00

EXCLUSIVE OF ENGINEERING: $ 118617.17

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 112193.37

ESTIMATED PERCENT: OVERRUN / UNDERRUN 5.4 %

ENGINEERING AUTHORIZATION: $ 10215.83

ENGINEERING COST TO DATE: $ 20000.00

THIS WEEK 0.0

PERCENT OF AUTHORIZATION 195.8 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.6%

DATE PROJECT WAS COMPLETED: 7 APRIL 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100.%	100.%	100.%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.20	0.20			0.20
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	328.0 CY	1595.0 TN			680.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	235.8CY	1201.2 TN			872.3 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	235.8CY	1201.2 TN			872.3 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO. XXXXXXX	TRAFFIC SIGNALS						
PERCENT	100.%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	CLEAR	0		
TUESDAY	PARTLY CLOUDY	0		
WEDNESDAY	MOSTLY CLOUDY	0		
THURSDAY	MOSTLY CLOUDY	0		
FRIDAY	PARTLY CLOUDY	0		
SATURDAY		0		

RECEIVED
JUL 18 1983
CONSTRUCTION SECTION
CE CAE FOE QCS SCS FEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7/10/83 SUNDAY	No Activity this week.
7/11/83 MONDAY	
7/12/83 TUESDAY	
7/13/83 WEDNESDAY	
7/14/83 THURSDAY	
7/15/83 FRIDAY	
7/16/83 SATURDAY	

REMARKS

2nd Notification given - April 7, 1983

3rd Notification given - July 11, 1983.

This will be the last report.

SIGNED Larry D. Lindley for LOCATION Eugene
D. W GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

P&P210

9529

8

May 25, 1983

CON

Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97339

Time Extension Request
Cottage Grove Conn. @ Gateway Blvd.
Contract No. 9529
FAP No. HES-60(2)

Your request for additional contract time in which to complete the above named project has been carefully reviewed. A contract time extension of six calendar days is granted due to work performed under Order for Extra Work No. 1.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter	
C. T. Keasey	
Jim Gix	w/att.
Ken Fordice	w/att.
FHWA	w/att.
Bob Church	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
2191 E. 15th Avenue
Eugene, Oregon 97403
May 10, 1983

FROM: Kenneth L. Fordice
Kenneth L. Fordice, Act. Proj. Mgr.

TO: Jim Gix, Region Engineer

RECEIVED
MAY 18 1983
CONSTRUCTION SECTION
CE CAE FOE OCS SCS EEO OM CA TC FE CP

RE: Cottage Grove Conn. @ Gateway Blvd.
Contract No. 9529
Request for extension of time

We have reviewed the request for extension of time (dated April 13, 1983) recommend granting the extension based on the additional work added to this project.

The contractor was required to do the following additional work under EWO # 1:

(1). Install conduit for illumination and remove luminair pole 9-27-82 (1 day)
(2). Contractor moved sign to strain pole and cut metal base off at ground level 10-11-82 (1/2 day)
(3). Installed luminair base in gore 11-22-82 (1/2 day)
(4). Installed conduit and wiring 11-23-82 (1 day)
(5). Moved and set luminair pole in gore 3-28-83 (2 days)
(6). Installed state furnished sign frame and sign 4-7-83 (1 day)

Based on the above data we recommend that the contractor be granted the (6) additional days as requested.

cc: file

5-23-83
W.E. Schwartz –
I concur with Project Manager and recommend a 6 c.d. time extension due to extra work.
O. B.

5-16-83
cc: C.T. Keasey

Since we were not able to supply the necessary sign frames until 4-7-83, the date work complete & time stopped, I recommend the requested 6 days be granted.

9529

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: September 1, 1982

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 26, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 26, 1982 on the following projects:

1. Beltline Highway at Green Hill Road
   Beltline Highway, Lane County
   Traffic Signals

   Pedestrian signals will be installed under this contact.

2. Cottage Grove Conn. @ Gateway Blvd.
   Pacific Highway, Lane County
   Traffic Signals

   Pedestrian signals and curb cuts will be installed and four-foot shoulders are available for pedestrian and bicycle use.

3. Pacific Highway E. @ N. Marine Drive
   Pacific Highway E., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

4. Pacific Highway W. @ N. Killingsworth Street
   Pacific Highway W., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

5. Celilo Rock Production
   Columbia River Highway, Wasco County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Boeckman Creek Bridge
   Wilsonville Road, Clackamas County
   Grading and Paving

   Roadway width varies from 26 to 64 feet with left and right turn lanes. Future five-foot sidewalk and ten-foot bikepath planned for this project.

7. E. Portland Freeway-SE 122nd Avenue
   Clackamas Highway, Clackamas County
   Grading, Paving and Structure

   Seven- to eight-foot shoulders and five- to eight-foot sidewalks provided for bicycle and pedestrian traffic.

8. Sisters Truck Scale
   McKenzie-Bend Highway, Deschutes County
   Paving

   Same as No. 5.

9. 2nd Street-3rd Street Interchange (Springfield)
   Eugene-Springfield Highway, Lane County
   Grading, Paving and Traffic Signals
   Interchange Improvement

   Sidewalks, curb cuts and pedestrian signals to be constructed on this project.

10. NE 181st Avenue Interchange (Eastbound Off-Ramp)
    Columbia River Highway, Multnomah County
    Grading and Paving
    Interchange Improvement

    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

11. SW Main Avenue-SW Alice Lane (Beaverton)
    SW Allen Blvd., Washington County
    Grading, Paving and Signals

    Four- to seven-foot sidewalk with curb cuts will be constructed for bicycle and pedestrian use. Pedestrian signals will also be installed.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9529

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-60(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10125

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-30-82
8. FEDERAL ROUTE NUMBER Primary 60
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Cottage Grove Connection at Gateway Boulevard

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

RECEIVED STATE HWY ENGR
AUG 11 '82
REFER TO Planning FOR
File
Act
Sign
D R
R/D
Inves
Info

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*

Permanent Signing S.F.	$2,000
Perm & Temp Striping S.F.	2,500
Roadside Seeding & Mulching S.F.	600
State Furnished Software	1,950

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7/29/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $138,412 Federal Funds $124,570.

A signed copy of the Title Sheet is returned herewith.

It is understood that preliminary engineering charges for this project are eligible for Federal particiaption to date of advertising for bids.

14. DATE 7/30/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev
PREVIOUS EDITIONS MAY BE USED

9529

May 5, 1982

City of Cottage Grove
City Hall
Cottage Grove, OR 97424

AGR 4-1

Attention: Lois G. Howes
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7665

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Construction-Finance Agreement for traffic signal installation equipment on Cottage Grove Connector at Gateway Boulevard.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

December 30, 1981

RECEIVED
STATE HWY ENGR
JAN 4 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.: PRO 6

Peg Jolin
State Representative District 44
31251 Joe Geer Road
Cottage Grove OR 97424

Dear Representative Jolin:

I am pleased to advise you that the Transportation Commission has placed the traffic signal at the intersection of Gateway Blvd. and Connector Road in Cottage Grove in fiscal year 1983. Fiscal year 1983 begins July 1, 1982. The funds are available and the design of this signal is developed to the point where I feel quite sure that the contract will be let for this installation sometime in late summer of 1982.

In regard to the newspaper article of which you sent me a clipping, that article is very misleading. I am attaching copies of two letters from H. S. Coulter, one addressed to Governor Atiyeh and the other to Bill Grannell, the editor of The Bay Reporter in Coos Bay, concerning the actions the Transportation Commission took at its November meeting.

I am also attaching a copy of the proposed 6-year plan which the Commission considered at its November meeting. I have outlined the changes made as a result of the 18 public meetings held throughout the state and the written comments received. You will note the changes as outlined in Mr. Coulter's letters as I have outlined them in yellow (Region 3 only).

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR., P.E.
Regional Engineer

as/cw
Attach.

bc H. S. Coulter
George Bell

Form 734-3122

PEGGY JOLIN
LANE COUNTY
DISTRICT 44

REPLY TO ADDRESS INDICATED:

☐ House of Representatives
Salem, Oregon 97310

☒ 31251 Joe Geer Road
Cottage Grove, Oregon 97424

COMMITTEES
Member:
Business and Consumer Affairs
Elections and Reapportionment
Aging and Minority Affairs

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

December 21, 1981

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

In a letter of November 13, 1981, I expressed concern over the delay in placing a traffic signal at the intersection of Gateway Boulevard and Connector Road in Cottage Grove. This hazardous intersection has the highest accident record of any in the city. The statistics of this intersection were obtained and documented by separate Traffic Safety studies conducted by the Cottage Grove Police Department and the Citizen's Advisory Committee. The accident incidence is substantial and indicates that something must be done immediately to correct the traffic hazard that exists. Again, this past week end another accident occurred with property damage and bodily injury.

Please note the enclosed copy of a clipping from a recent issue of the paper which states that money for accelerating the Portland area interstate highway construction would be obtained "partly by delaying some work on interstate highway projects elsewhere in the state". I would assume this means such items as the traffic signal so greatly needed at the intersection of Gateway and Connector in Cottage Grove.

Mr. Shirley, this is another example of projects that are based on the populace instead of actual need. We have a real and acute problem at Gateway and Connector creating,over and over,property damage and serious bodily injury. It is possible,and probable,that we may record a fatality at this intersection if this traffic hazard is not corrected. To continue to ignore this problem would be totally irresponsible and unjustified.

Your immediate response will be respectfully appreciated.

Sincerely,

Peg Jolin
Peg Jolin
State Representative District #44

PJ:sr
Enc. 1

cc: City of Cottage Grove

ROSEBURG REGION
RECEIVED

DEC 23 1981

[✓ RE]	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
SEC.	[illegible]	[illegible]	66	ATE

Road projects near Portland to be speeded

PORTLAND (AP) — The Oregon Transportation Commission tentatively agreed Wednesday to have some Portland-area interstate highway construction done earlier than previously planned.

Money for accelerating the Portland-area projects would be obtained partly by delaying some work on interstate highway projects elsewhere in the state.

Early completion of Interstate 205, one of the Portland-area projects, also would be accomplished with $17 million from projects on which bids were lower than expected and with other uncommitted funds.

The commission will vote on the plan in January. The plan evolved partly from earlier public meetings on the state's Six-Year Highway Improvement Program.

Commissioner Tom Walsh said the changes are meant to maximize the impact of highway construction spending on employment increases and economic development.

Under the plan, Interstate 205 would be opened by late 1983 — although two lanes of the six-lane highway would not be finished until 1988. The highway skirts Portland's eastern edge and connects with Vancouver, Wash.

Some money for speeding up Portland-area construction would be gained by slowing planned construction on Interstate 82 in 1985-87. Interstate 82 will connect Eastern Oregon with the Tri-Cities in Washington.

1521

2

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

October 20, 1981

In Reply Refer to
File No.: PLA 6

William Whiteman, Mayor
City of Cottage Grove
400 E. Main
Cottage Grove OR 97424

Dear Mr. Whiteman:

This will acknowledge your letter of October 15 concerning the preliminary 6-Year Highway Improvement Program and more particularly the proposed traffic signalization at Connector Road and Gateway Blvd.

Unfortunately Mr. Osborn was a little premature in advising you that that project is still scheduled for the spring of 1982. I cannot advise you that that is exactly what will happen because the Oregon Transportation Commission has not acted and approved a new 6-Year Highway Improvement Program and until that is done, the actual date for the traffic signal installation cannot be stated.

I am sure that the Commission will consider your comments in adopting a program. By a copy of this letter to D. H. Moehring, Assistant State Highway Engineer for programming and planning, I am asking him to take your comments and use them as a consideration in the development of the plan.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc D. H. Moehring
Commission Services

RECEIVED
OCT 21 81
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Jormsen noted

Form 734-3122

CITY OF
COTTAGE
GROVE
400 E. Main Street, Cottage Grove, Oregon 97424

October 15, 1981

ROSEBURG REGION
RECEIVED

OFFICE OF THE MAYOR

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attn: Mr. Kip Osborn

Re: 6 Year Highway Improvement Program
(Connector Rd. & Gateway Blvd.
Traffic Signals)

Dear Mr. Shirley,

We have recently received a copy of the "Preliminary Six-Year Highway Improvement Program" together with your letter regarding the public meetings on the subject.

We were most concerned to see that the Program shows a delay (from 1982 to 1984) in the Connector Road and Gateway Blvd. traffic signals here in Cottage Grove. However, we have been advised, by your Mr. Osborn, that the project is still scheduled for for the spring of 1982 and that no delay is proposed.

As a result of this matter, I instructed our City staff to review the accident reports for the last 12 months since O.D.O.T. had recommended the signalization of the intersection. They have advised that there have been eight accidents of which four resulted in injuries; and, all of which may be considered "preventable" with the installation of traffic signals. I am very much aware of the budgetary constrains and limitations commonly shared by the various public agencies. However, the accident data shows that there is a continuing price being paid by the general public using this intersection.

This City considers this signalization project to be vitally important in the interest of public safety. We trust that it can and will be undertaken and completed at the earliest date.

We would appreciate being advised as soon as possible if there is to be any proposed change in the scheduled 1982 construction date.

Very truly yours,

William Whiteman
Mayor

RECEIVED
[illegible]
COMM[illegible] [illegible]ICES
DEPARTMENT OF TRANSPORTATION

WW/bm
cc: Pat Hansen, Acting City Manager

509 1

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

4-16-81

DATE

PREFIX

1 · IDENTIFICATION

PROJECT NAME
Cottage Grove Connection at Gateway Blvd. (Cottage Grove)

HIGHWAY NAME
Pacific

HIGHWAY NUMBER
1

REGION III	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY Cottage Grove

LENGTH

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT?
☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project is for installation of fully actuated traffic signals at the subject intersection.

Versteeg
Andersen
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 28 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

2 · TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
9600 entering intersection

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS
☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 4/16/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	3-12' N&S, 2-12' E&W	No Change
SHOULDERS	1-4' North of intersection	" "
MEDIANS	1-4' " " "	" "
PARKING LANES	No	" "
SIDEWALKS	2-8' South of Intersection	" "
BIKEWAYS	No	" "
INTERCHANGES	No	" "
OTHER	2-12' Lt. Turn, 1-16' Entrance N. Bound	" "

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Power, OSHD Illum, & others

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	N/A ☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	0.5
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ________ (Region) [redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

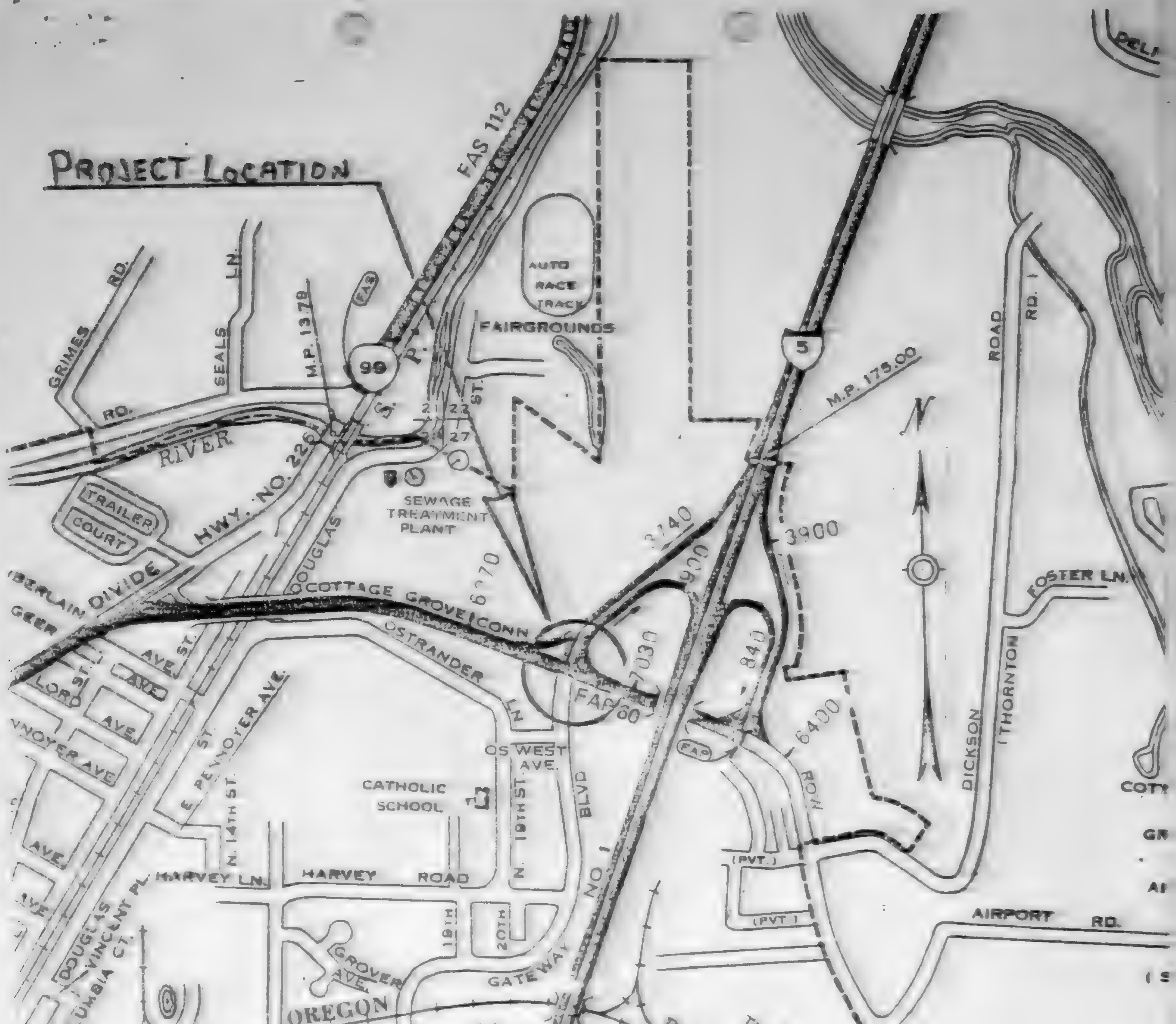
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	1500.00	7,400
RIGHT OF WAY		3 500
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Traffic Signal		55.000
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		65,900

SUBMITTED BY


PROJECT LOCATION
FAS 112
AUTO RACE TRACK
FAIRGROUNDS
GRIMES RD.
SEALS LN.
M.P. 13.79
99
S. P.
RD.
RIVER
TRAILER COURT
HWY. NO. 226
DIVIDE
SEWAGE TREATMENT PLANT
DOUGLAS
COTTAGE GROVE CONN
6070
3140
900
7030
840
3900
6400
5
M.P. 175.00
N
OSTRANDER LN
FAP 60
FAP
OS WEST AVE.
CATHOLIC SCHOOL
N. 19TH ST.
BLVD
E. PENNOYER AVE.
N. 14TH ST.
HARVEY LN.
HARVEY ROAD
GROVER AVE.
18TH
20TH
GATEWAY
NO. 1
DOUGLAS
VINCENT PL.
COLUMBIA CT.
OREGON
PACIFIC
E. GIBBS AVE
THORNTON LN.
WHITEAKER AVE.
MAIN
ST.
E. MAIN
22ND
MOSBY
N. 21ST
WASHINGTON
ADAMS
AVE.
CAROBELLE CT.
16TH
17TH
18TH
MADISON
QUINCY AVE.
HWY
28 27
33 34 RD.
Reservoirs
LANDESS
MILL
LOG POND
CUTOFF
RIVER
RD.
(PVT.)
AIRPORT RD.
DICKSON ROAD
THORNTON RD.
FOSTER LN.
6000 June, '80
COTTAGE GROVE

9529

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-17-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-60(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10125

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/17/81

8. FEDERAL ROUTE NUMBER Primary 60

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Cottage Grove Connection at Gateway Blvd.

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility Preparatory Work TEC $7,400 - F.F. $6,660

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/9/81.

RECEIVED
STATE HWY ENGR
MAR 19 '81

14. DATE 3/17/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9579

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No: PRO 6-2

March 9, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10125
Project No. HES-60(2)
Cottage Grove Conn. @ Gateway Blvd.
(Cottage Grove) Sec.
Lane County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Safety Study, Collision Diagram, Traffic Warrants, pictures and other traffic data.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with Preliminary Engineering at an estimated total cost of $7,400 and an obligation of $6,660 in Federal funds.

By computation, the section of highway containing this project would rank 195 on the Urban Priority List that was previously submitted to the Federal Highway Administration.

Form 734-3122

Funds for this project are available from obligations released on other projects by final voucher submission and other actions.

DRH:bkc
Attachments

cc: L.E. George
Alfred Shirley (Region 3)
✓ General Files

9529

2

PRO-6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
Highway Engineer

DATE: January 14, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to install a two-phase traffic signal on the Cottage Grove connection at the I-5 southbound off-ramp and Gateway Boulevard in the City of Cottage Grove.

Construction will be by contract, with the State performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Cottage Grove Connection at Gateway Boulevard Lane County	$55,000	$49,500	$5,500

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

RHB:er

Attachment

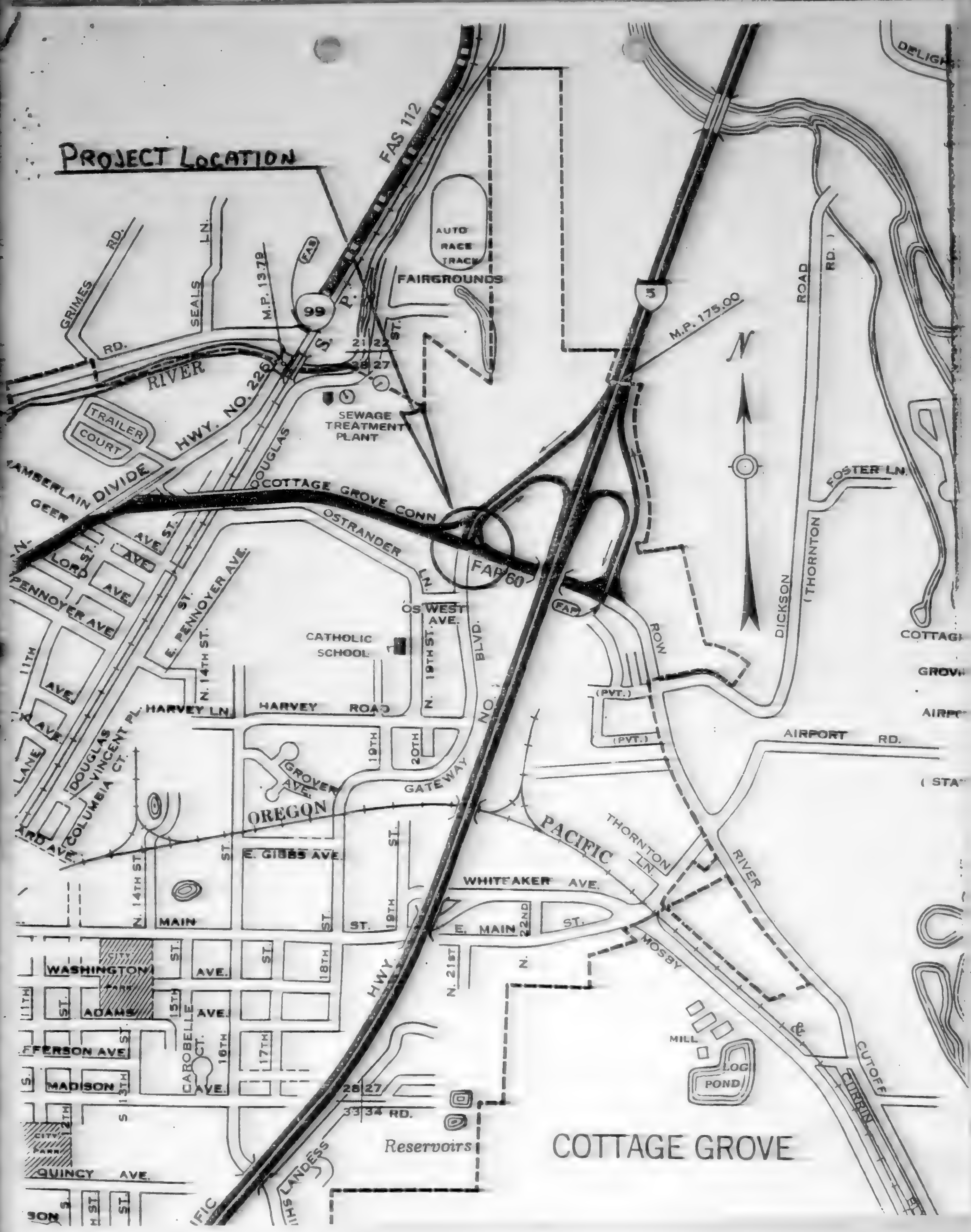
APPROVED:

H S Coulter

State Highway Engineer

DATE: 1-15-81

Contains
Recycled
Materials
81 125-1387


PROJECT LOCATION
FAS 112
FAS
99
S. P.
GRIMES
RD.
SEALS
LN.
RD.
RIVER
M.P. 13.78
HWY. NO. 226
TRAILER
COURT
AUTO
RACE
TRACK
FAIRGROUNDS
ST.
21 22
28 27
SEWAGE
TREATMENT
PLANT
5
M.P. 175.00
N
DELIGH
ROAD
DICKSON
RD.
(THORNTON
FOSTER LN.
CHAMBERLAIN
DIVIDE
GEER
DOUGLAS
COTTAGE GROVE CONN
OSTRANDER
LN.
FAP 60
FAP
LORD
AVE.
ST.
PENNOYER AVE
E. PENNOYER AVE.
N. 14TH ST.
OS WEST
AVE.
CATHOLIC
SCHOOL
N. 19TH ST.
BLVD.
NO.
ROW
11TH
AVE.
HARVEY LN.
HARVEY
ROAD
N.
(PVT.)
(PVT.)
AIRPORT
RD.
COTTAGE
GROVE
AIRPO
(STA
LANE
DOUGLAS
VINCENT PL.
COLUMBIA CT.
19TH
20TH
GROVER
AVE.
GATEWAY
OREGON
PACIFIC
THORNTON
LN.
RIVER
E. GIBBS AVE.
WHITEAKER
AVE.
N. 14TH ST.
MAIN
ST.
19TH
E. MAIN
22ND
ST.
MOSBY
WASHINGTON
CITY
PARK
AVE.
15TH
18TH
11TH
ST.
ADAMS
AVE.
CAROBELLE
CT.
16TH
17TH
HWY
N. 21ST
N.
JEFFERSON AVE.
MADISON
13TH
AVE.
S.
28 27
33 34
RD.
Reservoirs
MILL
LOG
POND
CUTOFF
CURRIN
COTTAGE GROVE
CITY
PARK
QUINCY
AVE.
LANDESS
SHILL
PACIFIC

1982 Pacific Hwy. E. @ N. 9530
Marine Dr. (Portland) Sec. in N.
Portland. (Traffic Sig. Installation)

C&M 7637 2-9-83

No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

nig cc:OSHD (Mr Coulter)

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY		DIVISION
10	2	Multnomah 10-3-84		Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-3-84	Thomas P. Lowe, Area Engineer	HES-9809(8)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED %	CONTRACT TIME
4-18-83	7-11-83	120	90 days

APPROVED EXTENSIONS	LOCATION
None	See below

NOTE - * The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
* A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

PACIFIC HIGHWAY EAST @ N. MARINE DRIVE (PORTLAND)
PACIFIC HIGHWAY EAST
Traffic Signals

The project provided for new traffic signals, including pedestrian signals; also, some channelization and illumination were added.

The contractor was charged liquidated damages for 23 days @ $65.00/day.

The work was performed in accordance with the contract requirements.

---TPL---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE [illegible]

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE Field Operations Engineer	
TITLE Thomas P. Lowe Area Engineer	DATE 10-3-84	TITLE Glenn K. Hossner Field Operations Engineer	DATE 10/10/84

FHWA 1446B

9530

August 23, 1983

G. F. Webb, Inc.
P.O. Box 1636
Vancouver, WA 98668

CON 95
#9530

Attention: Gary Webb

Gentlemen:

Thank you for your release of claim dated August 4, 1983, made against W. R. Grasle Company.

This was in connection with the W. R. Grasle Company, Contract No. 9530 for a traffic signal installation on the Pacific Highway East at N. Marine Drive in Multnomah County.

We will note this information in our files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

8-23-83
bk

FKN:bk

cc: W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

The American Insurance Co.
121 SW Salmon Street
Suite 900
Portland, OR 97204

RELEASE OF CLAIM ON PUBLIC WORKS BOND

ORS CHAPTER 279

9530

TO: Department of Transportation, State of Oregon, Commission Services, Transportation Building, Salem, Oregon 97310
Norma Paulus, Secretary of State of the State of Oregon, Capital Building, Salem, Oregon 97310

The following described claim on a Public Works Bond is hereby released and discharged by the undersigned Claimant:

1. The name of Claimant and date of claim: G. F. Webb, Inc.; June 23, 1983.

2. Public Agency who let prime contract and description of work to be done: Pacific Highway East; Concrete island and trench and backfill for conduits, concrete basis, traffic loop sawing and epoxy fill.

3. Contractor and bond against whom Claimant made claim: W. R. Grasle Co., American Insurance Company.

Dated this 4 day of August, 1983.

G. F. WEBB, INC., Claimant

By ______________________
Gary Webb, President

RECEIVED
AUG 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-128

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 15, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9530

Becker, Sipprell & Hunt
Attorneys at Law
414 Commonwealth Building
421 SW Sixth Avenue
Portland, OR 97204

Attention: Millard M. Becker

Gentlemen:

This will acknowledge your letter dated July 11, 1983, with attached Notice of Claim from G. F. Webb, Inc., concerning the following Highway Division contract:

7-22-83 BK

FILED BY:	G. F. Webb, Inc.
AMOUNT:	$4,201 plus interest
FOR:	Labor
AGAINST (Prime contractor)	W. R. Grasle Co.
CONTRACT NO.:	9530
PROJECT:	Pacific Highway East at North Marine Drive (Portland), Multnomah County
SURETY:	The American Insurance Co.
AGENT:	Fred S. James & Co.

We will advise the surety and the prime contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

The American Insurance Co.
Attn: Fidelity & Surety Dept.
121 SW Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please advise us of the filing number and date on the enclosed copy of this letter of the attached claim. Filed directly by attorney.

731-0188

BECKER, SIPPRELL & HUNT
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
228-1162

July 11, 1983

CERTIFIED MAIL, RETURN RECEIPT REQUESTED: No. P366 245 440

Norma Paulus
Secretary of State
State of Oregon
Capital Building
Salem, OR 97310

CERTIFIED MAIL, RETURN RECEIPT REQUESTED: NO. P366 245 441

Department of Transportation
State of Oregon
Commission Services
Transportation Building
Salem, OR 97310

RE: Notice of Claim
G. F. Webb, Inc., Claimant

Ladies and Gentlemen:

Enclosed is a Notice of Claim, the original going to the Secretary of State and a copy to the Department of Transportation. This is a claim on a public works bond concerning labor furnished by G. F. Webb, Inc. on State Highway Division Contract No. 9530.

Very truly yours,

Millard M. Becker

MMB/sgm
enclosures
cc: G. F. Webb, Inc.
W. R. Grasle Co.
Firemans' American Insurance Cos.

RECEIVED
JUL 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

CHAPTER 279, OREGON REVISED STATUTES

TO: Department of Transportation, State of Oregon, Commission
Services, Transportation Building, Salem, Oregon 97310
Norma Paulus, Secretary of State of the State of Oregon,
Capital Building, Salem, Oregon 97310

The following is a claim on the surety bond of a contractor engaged in a public works project and the following information is submitted in support of said claim:

1. The name of the undersigned claimant is: G. F. Webb, Inc.

2. The name of the person who ordered the labor and/or materials from claimant is: W. R. Grasle Co.

3. The name of the general contractor (contractor) on the project is: W. R. Grasle Co.

4. The work done, material furnished, or labor and material furnished for the public works project by claimant at the request of person named in Paragraph 2 is: Concrete island and trench and backfill for conduits, concrete basis, traffic loop sawing and epoxy fill.

5. The amount of the claim asserted by claimant against contractor for labor and/or materials furnished to the public works project is: $4,201.00

6. The project on which general contractor has the contract and the name of the public body is: Pacific Highway

RECEIVED
JUL 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

East at North Marine Drive; Oregon State Highway Division, Contract Number 9530.

7. The bonding company (surety) who has bonded the performance of contractor and the payment of contractor's obligations on the public works project mentioned above is: American Insurance Company.

Claimant claims against the bond taken from the contractor as principal and the bonding company (surety) as surety for the sum of $4,201.00 with interest thereon at the legal rate in Oregon from February 15, 1983 until paid, the date when all sums became due and payable the above described bond being taken for the said work of construction of the public improvement or project listed in Paragraph 6 above.

Dated this 23rd day of June, 1983.

G. F. Webb, Inc., Claimant

By______________________________
Gary Webb, President

RECEIVED
JUL 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 13, 1983

The American Insurance Company
121 S.W. Salmon Street
Suite 900
Portland, OR 97204

CON 5
#9530

Gentlemen or Ladies:

Contract No. 9530 awarded to W. R. Grasle Co. for traffic signal installation on the Pacific Hwy. East at N. Marine Drive (Portland) in Multnomah County was completed on May 16, 1983, and accepted by the State Highway Division on July 11, 1983.

Final payment in the amount of $500.00 will be released to the contractor after July 18, 1983. The total contract amount is $34,490.60 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

Fred S. James & Co.
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

rn 9530

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9809(8)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA -- Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20011

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-13-83

8. FEDERAL ROUTE NUMBER FAU 9809

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Pacific Highway East at North Marine Drive

11. GENERAL DESCRIPTION OF WORK

Furnish and install metal bracings for sign luminaires

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authoization date of 5-13-83 as requested in Mr. Keasey's letter of 6/16/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $448, Federal funds $403.

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO Totter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 7/14

14. DATE 7-7-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FORM [illegible]

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy. East @ Marine Drive

WEEK ENDING: May 7, 1983

SECTION PREFIX: 026-1025

HIGHWAY: Pacific Highway East

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Signals

CONTRACTOR: W. [illegible] Grasle Co.

CONTRACT NUMBER: 9530

FEDERAL AID PROJECT NUMBER: HES-9809(8)

DATE OF CONTRACT: 8-31-82

DATE WORK STARTED: 1-24-83

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: 3-26-83

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 49,089.59

EXCLUSIVE OF ENGINEERING: $ 44,802.59

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 42,873.00

ESTIMATED PERCENT UNDERRUN: 4.3 %

ENGINEERING AUTHORIZATION: $ 4,287.30

ENGINEERING COST TO DATE: $ 4,600.00

PERCENT OF AUTHORIZATION: 107 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 4/18/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

Aerial ladder truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.				
PERCENT				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Showers	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Cloudy	0		
FRIDAY	Showers	0		
SATURDAY		0		

RECEIVED
MAY 9 1983
CONSTRUCTION SECTION
CE CAS SCS SEO OM CA FE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity 5-1-83 to 5-7-83
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Office working on Semi-final.

Items still needed for Semi-final:	Contractor's request for Final Inspection General job site clean-up Contractor's payrolls

SIGNED Gary Kennen LOCATION Portland
Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9530 4-1-83

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9809(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 20011
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/7/83
8. FEDERAL ROUTE NUMBER FAU 9809
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Highway East at North Marine Drive (Portland)

11. GENERAL DESCRIPTION OF WORK
Install State furnished logic package in signal controller

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/7/83 as requested in Mr. Keasey's letter of 3/17/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $500 Federal Funds $425.

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO Potter
FOR
Info | Invest | R/D | DIR | Sign | Ans | File

Orig to 4/8

14. DATE 4/1/83
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9530 B

February 9, 1983

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7637

Gentlemen or Ladies:

Attached for your files are two fully executed copies of a construction-finance agreement for traffic signal installation on the Pacific Highway East at Marine Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Attachments

bc: Don Harwell (agreement attached)

1 5[illegible]

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

December 8, 1982

OM MRE OE PPM CE
TOS ME
US 12-10-82 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Oregon Department of Transportation
Attn: Jon Rose, Federal Aid Specialist
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Traffic Signal Agreement
Pacific Highway East @ Marine Drive

Dear Jon,

As per your letter of November 17, 1982 and our phone conversation of December 1, 1982, it appears that the subject agreement needs to be rewritten.

The problem has been reduced to the energy cost of the signal. Your letter states that ODOT would pay 50% and the City would pay 50% of the annual energy cost. The agreement states that the City shall pay 100% of the energy cost.

I have discussed the matter with Dick Speer and he agrees to the 50/50 split on energy cost.

Please revise the agreement to reflect the 50/50 split and return to me for processing.

Sincerely,

Jerry

Jerry Markesino
Program Manager
Bureau of Street & Structural Eng

JM:mm

Attachments

c: Dick Speer

[illegible] MANAGEMENT SECTION
DEC [illegible]
REFERRED TO
FOR
FILE: [illegible]

From Metro JON ROSE Date 12-10
To BUZ SWAN - MAINOR [illegible]
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: This should be revised to call for power to be handled according to the LOC agreement. The 50/50 split was my understanding from a discussion between Ed Hardt and Bud George. Jon Rose

75

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

RECEIVED
NOV 1 1982
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

November 17, 1982

In Reply Refer to
File No.
26-1936

RICHARD O. SCHMIDT
Highway Coordinator
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204-1971

Subject: Traffic Signal Agreement
Pacific Highway East @ Marine Drive
City of Portland

On November 1 you returned unsigned the proposed agreement covering maintenance and operation of the new traffic signals to be installed on Highway 99E at Marine Drive, recommending that the State pay for power consumption on that signal. The usual practice with signals inside the city boundary is for the City to maintain and pay for power with the costs shared by the City and State on an annually negotiated basis. This policy is established in accordance with guidelines adopted by the State and the League of Oregon Cities.

Because this particular signal is critical to operation of adjacent freeway ramp signals, the State is willing to pay all maintenance costs at no expense to the City; and under the LOC guidelines would pay one-half of the power costs as determined by the annual accounting. We see no justification for waiving the provisions of the LOC guidelines further.

Mr. Bergstrom's memo seems to imply that he would like to alter the general policy regarding sharing of power costs, but this is a matter which can only be handled properly through the League of Oregon Cities.

We would ask that you reconsider the agreement and arrange for it to be executed. Please call if you have any questions.

Jon Rose
JON R. ROSE
Federal Aid Specialist

hw

cc: E. L. Hardt
T. H. Schwab
R. W. Failmezger

Form 734-1840

9530

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-2

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9809(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20011

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/23/82

8. FEDERAL ROUTE NUMBER FAU 9809

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Pacific Highway East at North Marine Drive (Portland)

11. GENERAL DESCRIPTION OF WORK:

Furnish and install signs per drawing 8368

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimated if additional funds are required, I approve the advance authorization date of 9/23/82 as requested in Mr. Keasey's letter of 10/27/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $617 Federal funds $555.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/2/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7530

STATE COPY 2

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-103

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

September 15, 1982

State: Oregon

County: Multnomah

Project Number: HES-9809(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 2, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,500.00	$ 57,872.00
Federal funds	$ 9,450.00	$ 52,084.00

Other revisions

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete.

G-File

Oregon State Highway Division
Salem, Oregon September 7, 1982

Federal-Aid Project
No. HES-9809(8)

Pacific Hwy. E. at N. Marine Drive (Portland)
Pacific Hwy. East
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 10,500.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic		All Required	$ 800.00
Temporary Signs	157 Sq. Ft.	4.00	628.00
Flagmen	30 Hour	23.00	690.00
Concrete Islands	7 Cu. Yd.	160.00	1,120.00
Traffic Signal Installation, Complete		All Required	33,910.00
			$ 37,148.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,800.00
State Furnished Software	All Required	500.00
Signal Controller Testing and Turn-On	All Required	1,925.00
		$ 4,225.00
	SUBTOTAL	$ 41,373.00
	Engineering	5,999.00
	TOTAL	$ 47,372.00

Length of Project -------------- 0.00 miles

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 1,500.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 10,500.00	$ 9,450.00	$ 1,050.00
Traffic Signal	47,372.00	42,634.00	4,738.00
TOTAL	$ 57,872.00	$ 52,084.00	$ 5,788.00

Group 1 95%; Group 8 5%
Contract No. 9530
Prefix: 26-1936 (P.E.)
Prefix: 26-1025 (Const.)

STATE COPY 4

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	STATE Oregon
12-15-T	12/2/81	COUNTY Multnomah
		PROJECT NO. HES-9809(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Hwy. East @ Marine Dr. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-3-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS: PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,500.00	$ 9,450.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator: DEC [illegible]

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 19, 1981

Federal Aid Project
No. HES-9809(8)

Pacific Hwy. East @ Marine Drive (Portland) Sec.
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$10,500.00
	TOTAL	$10,500.00

Length of Project ————————— 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$10,500.00	$ 9,450.00	$1,050.00
Retain in Program			
Traffic Signal	64,500.00	58,050.00	6,450.00
TOTAL	$75,000.00	$67,500.00	$7,500.00

Group 1 100%
Prefix 26-1936

1530

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILE September 1, 1982

W. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 26, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 26, 1982 on the following projects:

1. Beltline Highway at Green Hill Road
   Beltline Highway, Lane County
   Traffic Signals

   Pedestrian signals will be installed under this contact.

2. Cottage Grove Conn. @ Gateway Blvd.
   Pacific Highway, Lane County
   Traffic Signals

   Pedestrian signals and curb cuts will be installed and four-foot shoulders are available for pedestrian and bicycle use.

3. Pacific Highway E. @ N. Marine Drive
   Pacific Highway E., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

4. Pacific Highway W. @ N. Killingsworth Street
   Pacific Highway W., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

5. Celilo Rock Production
   Columbia River Highway, Wasco County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Boeckman Creek Bridge
   Wilsonville Road, Clackamas County
   Grading and Paving

   Roadway width varies from 26 to 64 feet with left and right turn lanes. Future five-foot sidewalk and ten-foot bikepath planned for this project.

7. E. Portland Freeway-SE 122nd Avenue
   Clackamas Highway, Clackamas County
   Grading, Paving and Structure

   Seven- to eight-foot shoulders and five- to eight-foot sidewalks provided for bicycle and pedestrian traffic.

8. Sisters Truck Scale
   McKenzie-Bend Highway, Deschutes County
   Paving

   Same as No. 5.

9. 2nd Street-3rd Street Interchange (Springfield)
   Eugene-Springfield Highway, Lane County
   Grading, Paving and Traffic Signals
   Interchange Improvement

   Sidewalks, curb cuts and pedestrian signals to be constructed on this project.

10. NE 181st Avenue Interchange (Eastbound Off-Ramp)
    Columbia River Highway, Multnomah County
    Grading and Paving
    Interchange Improvement

    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

11. SW Main Avenue-SW Alice Lane (Beaverton)
    SW Allen Blvd., Washington County
    Grading, Paving and Signals

    Four- to seven-foot sidewalk with curb cuts will be constructed for bicycle and pedestrian use. Pedestrian signals will also be installed.

HSC:RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell
   D. A. Ridings

9530

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9809(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20011

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO. Orig Moehring
FOR
Info
Inves
R/D
D R
Sign
Act
File
8-11-82

7. DATE AUTHORIZATION EFFECTIVE 7/30/82
8. FEDERAL ROUTE NUMBER FAU 9809
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Highway East at North Marine Drive (Portland)

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,800
State Furnished Software $500
Signal Controller Testing and Turn on $1,925

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7/29/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $61,549 Federal Funds $55,394.

A signed copy of the Title Sheet is returned herewith.

It is understood that preliminary engineering charges for this project are eligible for Federal participation to date of advertising for bids.

14. DATE 7/30/82
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9530

11-3-81

L

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9809(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM Dale E. Wilken, Division Administrator
4. PROGRAM NO.
5. ITEM NO. 20011
6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-3-81
8. FEDERAL ROUTE NUMBER FAU 9809
9. STATE ROUTE NUMBER Primary 1E
10. GENERAL LOCATION:

PACIFIC HIGHWAY EAST AT MARINE DRIVE (PORTLAND)

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $10,500 - Fed Funds $9,450
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of October 27, 1981.

RECEIVED
STATE HWY ENGR
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REFER TO Muehlberg
FOR

Info	Inves	R/D	D.R	Sign	Act	File

[illegible] 11-5

14. DATE 11-3-81
15. SIGNATURE OF APPROVING OFFICIAL Holach
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9530

STATE OF OREGON **INTEROFFICE MEMO**

PRO 6

Highway - Traffic

DATE: July 23, 1981

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Pacific Highway East
M.P. X5.84

A project has been requested to install a traffic signal on Union Avenue (Pacific Highway East) at Marine Drive.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Highway East at Marine Drive Multnomah County	$75,000	$67,500	$7,500

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

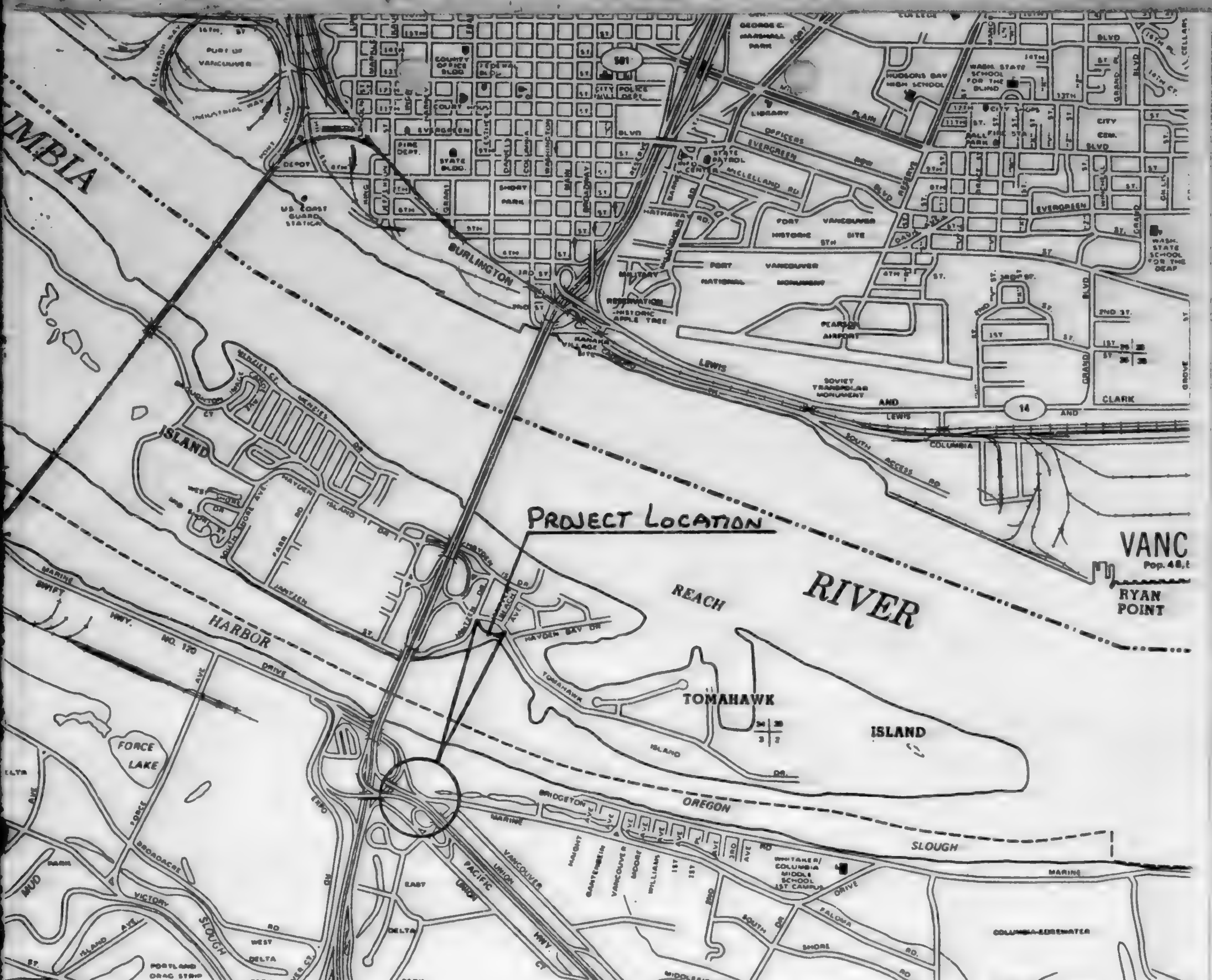
RHB:ds
Attachment

[illegible]
1 cy [illegible]
[illegible] file

APPROVED:

State Highway Engineer

DATE: 7/27/81


PROJECT LOCATION
COLUMBIA
RIVER
REACH
VANC
Pop. 46,
RYAN POINT
HAYDEN ISLAND
TOMAHAWK ISLAND
OREGON SLOUGH
FORCE LAKE
PORTLAND
Pop. 370,000
PORT OF VANCOUVER
US COAST GUARD STATION
BURLINGTON
FORT VANCOUVER HISTORIC SITE
FORT VANCOUVER NATIONAL MONUMENT
PEARSON AIRPORT
SOVIET TRANSPOLAR MONUMENT
WASH. STATE SCHOOL FOR THE DEAF
WASH. STATE SCHOOL FOR THE BLIND
HUDSONS BAY HIGH SCHOOL
MARINE DRIVE
HARBOR DRIVE
HWY. NO. 120
NORTH PORTLAND HARBOR
COLUMBIA SLOUGH
PORTLAND MEADOWS
PORTLAND SPEEDWAY
PORTLAND DRAG STRIP AND ROAD RACE
COLUMBIA-EDGEWATER GOLF CLUB
WHITAKER/COLUMBIA MIDDLE SCHOOL 1ST CAMPUS
DELTA PARK
VANCOUVER AVE.
UNION AVE.
PACIFIC HWY.
PENINSULA SLOUGH
GERTZ RD
MIDDLEFIELD RD
SCHMEER RD
N

4530

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

July 23, 1981

In Reply Refer to
File No.
TRA 7-6
PLA 6

Mr. Keith Anderson
Wagner Mining and Equipment Company
P. O. Box 20307
Portland, OR 97220

Earlier this year, you asked that a signal installation on Union Avenue at East Marine Drive be considered to improve traffic operation at that intersection.

With the opening of our ramp metering this January, analysis for this signal was delayed. Reanalysis of the intersection has established that it does have a high priority and should qualify for early installation.

We are now in the process of updating our Six Year Highway Improvement Program. Projects must be added to that program. This signal should become part of that program because of its high priority.

I will include your name on our list of interested parties to receive notice of the Six Year Highway Improvement Program meetings so you can pursue the need for this traffic signal.

Robert N Bothman

Robert N. Bothman
Metropolitan Administrator

RNB:DRA:PE

xc: Anthony Yturri
F. B. Klaboe

RECEIVED
DOT DIRECTOR
JUL 24 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

9530

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VICTOR ATIYEH

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 19, 1981

RECEIVED
ATE HWY ENGR

REFER TO

In Reply Refer to
File No.

KENNETH ANDERSON
Wagner Mining Equipment Company
P.O. Box 20307
Portland, OR 97220

I appreciated our discussion on the phone last week relative to your letter to Chairman Yturri, Oregon Transportation Commission.

We did modify the main layout on Union Avenue at its connection with I-5 this week attempting to extend the carpool bypass lane for the ramp metering project. That effort will have a definite effect on the intersection which concerned you at Union Avenue and East Marine Drive.

We will continue to evaluate that intersection relative to installation of a traffic signal. Once the ramp metering project settles down, we will complete a signal investigation and establish a new priority for the installation of the signal at that intersection.

However, as I explained on the phone, our previous examination did not establish a high enough priority at that intersection to justify the cost of the signal installation.

I certainly do acknowledge the problem you defined and attempts have been made to improve the situation over the last five years.

One of our problems now is that we are stretching our funds and the cost of a signal at the intersection of Union and E. Marine Drive would cost about $65,000.

ROBERT N. BOTHMAN
Metropolitan Administrator

RNB/po

cc: Anthony Yturri
Fred Klaboe
Scott Coulter

1982 Pac. Hwy. W. @ N. Killings- 953T
worth St. Sec. in Portland.
(Islands and Signals)

CF-A 7638 5/11/83

Smead®
No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

GOLDBERG, MECHANIC & GOLDSTEIN
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
808 S.W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN *

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND WASHINGTON BARS

November 30, 1987

Mr. David N. Hicks, Jr.
Attorney at Law
111 S.W. 5th, Suite 2300
Portland, OR 97204

Re: Operating Engineers Trust Funds v. Atlas/S. J. Groves

Dear Mr. Hicks:

Enclosed is the signed Conditional Waiver and Release. By copy of this correspondence, I am notifying OSHD and S. J. Groves & Sons' surety as required by said Release.

Thank you.

Sincerely,

Alice Goldstein
ALICE GOLDSTEIN

AG/sc
Enclosure
cc: Barbara Ford
Oregon State Highway Division (w/encl.)
Firemans Fund Insurance (w/encl.)

1/11/88
Noted on card.

RECEIVED
DEC 1 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
DEC 1 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

CONDITIONAL WAIVER AND RELEASE

Upon receipt by the undersigned of a check from S.J. Groves & Sons Co. in the sum of One Thousand Seventy Three and Twenty-Six Hundreds Dollars ($1,073.26) payable to Operating Engineers Trust Funds and when the check has been properly endorsed and has been paid by the bank upon which it is drawn, this document shall become effective to release any and all claims, including but not limited to mechanic's liens, stop notices or bond rights the AGC International Union of Operating Engineers has against S.J. Groves & Sons Co., its surety, the State of Oregon or the U.S. Department of Labor, on account of any operating engineer hours worked by employees of Atlas Building Wreckers, Inc., a subcontractor of S.J. Groves & Sons Co. on the project known as OSHD No. 9513-NE Union/N.P. 39th Section of Columbia River Highway. The sum paid by S.J. Groves & Sons Co. shall be applied against any sums owed by Atlas Building Wreckers, Inc. to AGC International Union of Operating Engineers in connection with that project. AGC International Union of Operating Engineers shall notify OSHD and S.J. Groves & Sons Co.'s surety of the terms of this release.

DATED this 30 day of November, 1987.

AGC-Operating Engineers Trust Funds

By:
Alice Goldstein
Attorney for AGC International
Union of Operating Engineers,
Local 701 Trust Funds

1324H

RECEIVED
DEC 1 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#1

files N

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

August 9, 1985

R. A. Hatch Co.
Lyman C. Johnson, R. A.
835 N.W. Bond
Bend, Oregon 97701

Roadway Constructors Corp.
fka Railco Multi Construction, Inc.
Robert C. Wall, R.A.
500 N.E. Multnomah, Suite 686
Portland, Oregon 97232

S. J. Groves & Sons Company
1040 N.E. 92nd Avenue
Portland, Oregon 97220

S. J. Groves & Sons Company
C.T. Corp. Systems, R.A.
800 Pacific Bldg.
Portland, Oregon 97204

Hopsing Construction, Inc.
James A. Nelson, R.A.
932 Lloyd Center
Portland, Oregon 97232

Richard Hatch, Vice President
Hopsing Construction, Inc.
P.O. Box 1346
Tualatin, Oregon 97062

Re: Claimant: Star Rentals, Inc.
Project: Banfield Light Rail Project, all sections
General Contractors: LS2A & 9594: R. A. Hatch Co.
LS2B, LS4A & LS4B: R. A. Hatch Co. and Railco Multi Construction, Inc. nka Roadway Constructors Corp.
9621, 9531 & 9668: S. J. Groves & Sons Company
Subcontractor: Hopsing Construction, Inc.
Amount due: $5,162.59

Gentlemen:

This office represents Star Rentals, Inc., a Washington corporation, with regard to its claim for equipment supplied to Hopsing Construction, Inc. between May 18, 1984 to June 29, 1984 and January 3, 1985 to June 28, 1985. This equipment was used on some if not all of the sections of the Banfield Light-Rail project referenced above. Copies of the relevant invoices are available from my office if anyone is interested in reviewing them at this time.

Hopsing Construction, Inc. has represented that payment of the claim of Star Rentals, Inc. will be made once it receives retainage money being held. Please be advised that Star Rentals, Inc. will withhold filing a more formal notice of its claim until September 20, 1985 to enable Hopsing Construction, Inc. to settle this account. However, if payment has not been received by that date, Star Rentals, Inc. will proceed with a formal notice, which notice will include notification to all relevant sureties.

If you have any questions about this matter, please contact the undersigned at 620-4540. Star Rentals, Inc. will look for payment not later than September 20, 1985.

Very truly yours,

Marcia L. Jory

MLJ:kd
cc Star Rentals, Inc.
Robert Gormsen, Commission Services
Oregon Dept. of Transportation

RECEIVED
AUG 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no action
nec. fn

9531

nig cc: OSHD (Mr Coul

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-26-84

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Multnomah		DIVISION Oregon
DATE OF REPORT 1-26-84	REPORT MADE BY T. P. Lowe, area Engineer			PROJECT NO. HES-9361(6)
COMPLETION DATE 4-1-83	ACCEPTANCE DATE BY CONTRACT AGENCY 6-20-83		TIME ELAPSED 105 %	CONTRACT TIME 190 days
APPROVED EXTENSIONS --	LOCATION See below			

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY @ N. KILLINGSWORTH STREET (Portland)
PACIFIC HIGHWAY WEST
Traffic Signal

This project provided for new traffic signals with lane delineation for left-turn signals on Pacific Highway West.

The contractor used 200 days to complete the work. The contract allowed 190 days. Liquidated damages are being charged for 10 days.

The final cost is $76,000. The original authorization was for $75,000.

The work was completed in accordance with the contract requirement, and acceptance is recommended.

---TPL---

RECEIVED
STATE HWY ENG
FEB 8 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ey
2/13

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE		SIGNATURE Glenn K. Hossner	
TITLE Area Engineer	DATE 1-26-84	TITLE Field Operations Engineer	DATE 2/6/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
Rev [illegible]

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9361(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10126
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/5/82
8. FEDERAL ROUTE NUMBER FAU 9361
9. STATE ROUTE NUMBER Primary 1W
10. GENERAL LOCATION:

Pacific Highway West at North Killingsworth

11. GENERAL DESCRIPTION OF WORK

Corrected date of authorization to proceed

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Keasey's letter of 7/13/83 and based on the documentation submitted I approve the revised date of authorization to proceed for Force Order No. 4 to 11/5/82.

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO Pete
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to [illegible]
7/20

14. DATE 7/18/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9531

June 29, 1983

United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9531

Gentlemen:

On June 22, 1983, we wrote to you concerning release of final payment on Contract No. 9531 awarded to Hertz Electric, Inc. for islands and signals on the Pacific Hwy. West at N. Killingsworth St. (Portland) in Multnomah County.

Final payment on this contract is $1,006.00. The total contract amount is $59,183.10 and no work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Hertz Electric, Inc.
P.O. Box 577
Albany, OR 97321

United Pacific Insurance Company
P.O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9531

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON

June 6, 1983

Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

Time Extension Appeal
Pac. Hwy. West-N. Killingsworth St.
Contract No. 9531
FAP No. HES-9361(6)

Your request for review of our previous denial of additional contract time due to work done under Price Agreement No. 1 has been carefully considered.

The project records clearly indicate that the work done under Price Agreement No. 1 did not delay completion of this contract and your request is accordingly denied.

/S/ R. L. Schroeder

for W. E. Schwartz, P.E., P.L.S.
Assistant State Highway Engineer
for Operations

WES:OBJ:mk rb

bc: C. T. Keasey
Al Harwood w/att.
Gary Kennen w/att.

Form 734-3123

6

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: May 26, 1983

Marion Craft

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: PACIFIC HIGHWAY WEST - N. KILLINGSWORTH ST.
Contract No. 9531

The contractor, Hertz Electric, has asked us to reconsider his time extension request, particularly the effect of the extra work done under Price Agreement No. 1.

Wayne Schulte explains very clearly the work done under the PA in his May 20 letter.

There doesn't appear to be any delay casued by the extra work done and I recommend the additional time extension be denied.

6-2-83

W. E. Schwartz -

I concur with Region and Project Manager and recommend that this request again be denied.

O.B. Jackmond

MC/gw
Attachment
cc Gary Kennen

___CE___ RECEIVED ___OM___
___CAE___ ___CA___
___FOE___ MAY 27 1983 ___LS___
___QCS___ ___TC___
___SCS___ CONSTRUCTION ___FE___
___EEO___ SECTION ___CP___

81-125-1367

9531

May 11, 1983

AGR

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

MISC. CONTRACTS and
AGREEMENTS No. 7638

Attention: Jewel Lansing
City Auditor

Gentlemen or Ladies:

Attached for your records are two fully executed copies of an agreement for installation of a traffic signal on the Pacific Highway West at Killingsworth Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Atts.

bc: Don Harwell (agree. att.)

May 2, 1983

COM

Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

Time Extension Request
Pacific Highway West
@ N. Killingsworth
Contract No. 9531
FAP No. HES-8361(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed. The work done under Price Agreement No. 1 did not delay completion of the project and the request for ten calendar days for this work is accordingly denied. The claimed 45 calendar day delay in delivery of the controller appears to have resulted from confusion and/or inaction on the part of your vendor and is similarly denied.

There remains 10 calendar days of liquidated damages under this contract. Should you wish to submit additional data, or to review this matter further, please contact our Project Manager.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Gary Kennen w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: April 22, 1983

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: PACIFIC HIGHWAY WEST @ KILLINGSWORTH
Contract No. 9531

CE
CAE
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OCS
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RECEIVED
APR 25 1983
CONSTRUCTION SECTION
OM
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FE

Attached is a time extension request from the contractor, Hertz Electric. The request is to adjust the contract time from March 23, 1983 to April 15, 1983, due to delays in approval of the controller and in getting Price Agreement 1 approved.

The contract overran by 10 calendar days, and Wayne Schulte's letter gives a very complete and thorough background and analysis of the time situation. I agree with Wayne, that no time is warranted for either of the reasons given, and I don't know of any other reasons that would qualify for a time extension.

4-28-83

W.E. Schwartz -

I concur with Region and Project Mgr and recommend this request be denied. The contractor has submitted no data relevant to this project to substantiate a delay in approval of the controller. Should he submit such data it could be considered on its merits.

MC/gw
Attachment
cc Wayne Schulte

9531

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy. West @ N. Killingsworth St.	WEEK ENDING: April 16, 1983	SECTION PREFIX: 026-1026
HIGHWAY: Pacific Highway West	COUNTY: Multnomah	
NAME OF JOB:	KIND OF WORK: Islands and Signals	
CONTRACTOR: Hertz Electric, Inc.	CONTRACT NUMBER: 9531	FEDERAL AID PROJECT NUMBER: HES-9361(6)
DATE OF CONTRACT: 8-31-82	DATE WORK STARTED: 10-25-82	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS 190	CALENDAR DAYS USED 200
PROJECT AUTHORIZATION $ 75,149.79	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED 105
EXCLUSIVE OF ENGINEERING $ 68,568.49	ENGINEERING AUTHORIZATION $ 6,563.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 64,196.10	ENGINEERING COST TO DATE $ 8,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT UNDERRUN 6.4 %	PERCENT OF AUTHORIZATION 122 %	DATE PROJECT WAS COMPLETED: April 1, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.			
PERCENT			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Showers	0		
TUESDAY	Fair	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	
MONDAY 11	No contract activity April 10 thru April 16, 1983.
TUESDAY 12	
WEDNESDAY 13	Semi Final inspection.
THURSDAY 14	
FRIDAY 15	
SATURDAY 16	

REMARKS

SUMMARY: Final inspection made.

Office is working on semi-final.
Still needed: payroll documents
minor clean up work

SIGNED Wayne Schulte LOCATION Portland
Wayne Schulte, Acting Proj. Mngr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9361(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10126

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/19/83

8. FEDERAL ROUTE NUMBER FAU 9361

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

Pacific Highway West at North Killingsworth

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent "No Parking" signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/19/83 as requested in Mr. Keasey's letter of 1/24/83 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 4 representing work to be performed by City of Portland Forces is approved for a TEC of $586.42 Federal Funds $528

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO Sullivan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2/4

14. DATE 1/28/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

7531

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER G-104	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	September 15, 1982	Project Number HES-9361(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 31, 1981,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,260.00	$ 82,664.00
Federal funds	$ 7,434.00	$ 74,377.00 74,297.00 aw
Other revisions		

This modification is made for the following reasons: Adding Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-File

Oregon State Highway Division
Salem, Oregon September 7, 1982

Federal-Aid Project
No. HES-9361(6)

Pacific Hwy. at N. Killingsworth St.
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$ 8,260.00

Type Code Y008
Channelization

Mobilization		All Required	$ 6,000.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Temporary Signs	190 Sq. Ft.	3.00	570.00
Temporary Barricades	6 Each	150.00	900.00
Sequential Arrow Signs	2 Each	2,000.00	4,000.00
Stripe Removal	758 Lin. Ft.	2.00	1,516.00
Flagmen	150 Hour	18.00	2,700.00
Removal of Structures and Obstructions		All Required	1,850.00
Class "C" Asphalt Concrete	31 Ton	65.00	2,015.00
Concrete Islands	285 Sq. Yd.	17.00	4,845.00
			$ 25,396.00

Anticipated Items

Permanent Pavement Striping		All Required	$ 2,500.00
		SUBTOTAL	$ 27,896.00
		Engineering	4,044.00
		TOTAL	$ 31,940.00

Type Code Y033
Traffic Signal

Traffic Signal Installation, Complete		All Required	$ 34,662.00
			$ 34,662.00

Anticipated Items

State Furnished Software	All Required	$ 34,662.00
		$ 34,662.00

Anticipated Items

State Furnished Software	All Required	$ 500.00
Signal Controller Testing	All Required	1,925.00
		$ 2,425.00
	SUBTOTAL	$ 37,087.00
	Engineering	5,377.00
	TOTAL	$ 42,464.00

Length of Project -------------- 0.00 mi.

Work Retained in Program

Reconstruct Manhole	All Required	$ 650.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,260.00	$ 7,434.00	$ 826.00
Roadway	31,940.00	28,746.00	3,194.00
Signal	42,464.00	38,197.00	4,247.00
TOTAL	$82,664.00	$74,377.00	$ 8,267.00

Group 1 95%; Group 8 5%*
Contract No. 9531
Prefix: 726-1926
Prefix: 26-1026

*G-8 is 8% of Signal only.

STATE COPY

TO BE COMPLETED BY FHWA 4-105	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 3/31/81	STATE OREGON COUNTY MULTNOMAH PROJECT NO. HES-9361(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Int. Pac. Hwy. W. @ Killingsworth (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-19-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT $ 8,260.00	FEDERAL FUNDS $ 7,434.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible]

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 26, 1981

Federal Aid Project
No. HES-9361(6)

Pacific Hwy. West @ Killingsworth St. (Portland) Section
SR 99W in Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$8,260.00
	TOTAL	$8,260.00

Length of Project ------ 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,260.00	$ 7,434.00	$ 826.00
Retain in Program Status			
Contract Work	120,000.00	108,000.00	12,000.00
TOTAL	$128,260.00	$115,434.00	$12,826.00

Group 1-100%
Prefix 726-1927

1531

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILE September 1, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 26, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 26, 1982 on the following projects:

1. Beltline Highway at Green Hill Road
   Beltline Highway, Lane County
   Traffic Signals

   Pedestrian signals will be installed under this contact.

2. Cottage Grove Conn. @ Gateway Blvd.
   Pacific Highway, Lane County
   Traffic Signals

   Pedestrian signals and curb cuts will be installed and four-foot shoulders are available for pedestrian and bicycle use.

3. Pacific Highway E. @ N. Marine Drive
   Pacific Highway E., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

4. Pacific Highway W. @ N. Killingsworth Street
   Pacific Highway W., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

5. Celilo Rock Production
   Columbia River Highway, Wasco County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Boeckman Creek Bridge
Wilsonville Road, Clackamas County
Grading and Paving

Roadway width varies from 26 to 64 feet with left and right turn lanes. Future five-foot sidewalk and ten-foot bikepath planned for this project.

7. E. Portland Freeway-SE 122nd Avenue
Clackamas Highway, Clackamas County
Grading, Paving and Structure

Seven- to eight-foot shoulders and five- to eight-foot sidewalks provided for bicycle and pedestrian traffic.

8. Sisters Truck Scale
McKenzie-Bend Highway, Deschutes County
Paving

Same as No. 5.

9. 2nd Street-3rd Street Interchange (Springfield)
Eugene-Springfield Highway, Lane County
Grading, Paving and Traffic Signals
Interchange Improvement

Sidewalks, curb cuts and pedestrian signals to be constructed on this project.

10. NE 181st Avenue Interchange (Eastbound Off-Ramp)
Columbia River Highway, Multnomah County
Grading and Paving
Interchange Improvement

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

11. SW Main Avenue-SW Alice Lane (Beaverton)
SW Allen Blvd., Washington County
Grading, Paving and Signals

Four- to seven-foot sidewalk with curb cuts will be constructed for bicycle and pedestrian use. Pedestrian signals will also be installed.

HSC:RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

1W

NARRATIVE REPORT

PROJECT: ~~Pacific Hwy West~~ @ Killingsworth Street (Portland)

PREFIX: 026-1026 CONTRACT #: 9531 FEDERAL AID #: HES-9361006

DATE OF CONTRACT: August 31, 1982

DATE OF COMPLETION TIME LIMIT: March 22, 1983

DATE WORK STARTED: October 15, 1982

DATE WORK COMPLETED: April 1, 1983

TIME OVERRUN: 10 Calendar Days

CONTRACTOR: Hertz Electric, Inc.

SUBCONTRACTORS: W. G. Moe & Sons, Concrete Coring, Kaspac Corporation, & Rays Concrete

RECEIVED
ROAD DESIGN SECTION
Do Not File ☐

Purpose of this project was to provide left turn refuges on Interstate Avenue along with new traffic signals. The project required removal of an existing island and removal of on street parking in order that traffic lanes could be re-aligned near the intersection.

During removal of the island it was discovered that in several areas the island had been constructed on base rock instead of A.C. or P.C.C. Pavement as anticipated. Additional A.C. was needed to strengthen the roadway and this caused an overrun of the A.C. bid quantity.

Installation of "No Parking" signs on Interstate was performed by City of Portland forces under a S.F.O. Funds for this work were included in the Location Engineer's preliminary estimate, but for some reason the funds were dropped from our Project Authorization. It should have been shown as an "Anticipated Item".

Project plans called for the reconstruction of a manhole in the new island near Church Street under "Extra Work". The line and grade of the island were such that we simply used a City of Portland furnished riser ring to make the necessary adjustment.

Traffic control throughout the life of the contract worked well. Very little flagging time was used because of the contractor's wise use of signs, cones, and sequential arrows.

There were no significant problems encountered during the traffic signal portion of the work.

Page 2
Pacific Hwy W. @ Killingsworth St.
Contract 9531
Narrative Report

The contractor has requested a Time Time Extension for this project based on the late signal controller delivery and added work (guy wire attachment) covered under P.A. #1. My feeling is that the Time Extension will not be granted.

Wayne Schulte
Wayne Schulte
Assistant Project Manager

WS:cls

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Pacific Hwy. W. @ Killingsworth St.
Highway: Pacific West
County: Multnomah

Contract No: 9531
Prefix: 026-1026
F.A. No: HES-9361(6)

Item No.	Item	Unit	Original	Semifinal	±%

SUMMARY

Bid Items	$	60,058.00	60,227.10	+0.3
Anticipated Items	$	5,575.00	SFO 5,511.42	
Contingencies	$	2,953.49	-	
Engineering	$	6,563.30	9,000.00	
Liquidated Damages	$	-	- 1,100.00	
Total	$	75,149.79	73,638.52	-2.0

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Bid Item # 6 Flagmen

Most traffic control was accomplished with signs, cones, and sequential arrow signs.

Bid Item # 9 Class "C" Asphalt Concrete

After removal of old concrete island, no A.C. base was found as indicated on the contract plans. Extra A.C. was required to fill up the deficiency.

7551

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9361(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10126

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/30/82

8. FEDERAL ROUTE NUMBER FAU 9361

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION
Pacific Highway Wast at North Killingsworth (Portland) Section

RECEIVED STATE HWY ENGR
AUG 11 '82
REFER TO [illegible]
FOR

11. GENERAL DESCRIPTION OF WORK
Island and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $2,500
State Furnished Software $500
Signal Controller Testing $1,925

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7/29/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $88,390 Federal Funds $79,551.

A signed copy of the Title Sheet is returned herewith.

It is understood that preliminary engineering charges for this project are eligible for Federal participation to date of advertising for bids.

14. DATE 7/30/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1W

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Pacific Hwy. W. @ N. Killingsworth Ave. (Portland)

HIGHWAY NAME: Pacific Highway West

HIGHWAY NUMBER: 1-W

REGION 1	ADMINISTRATIVE DISTRICT	COUNTY Multnomah	CITY Portland

LENGTH

MILEPOST NUMBER: x 3.12 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II, Section 209

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a fully actuated five-phase signal.
Reconstruct approximately 600 feet of concrete median island to provide left turn refuges on N. Interstate Avenue.

Versteeg
Andersen
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 28 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 18,600

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☒	☐	☐
	PROPOSED	☐	☐	☐	☒	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Frank E. Terpin

Location Engineer

Date 4/16/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	four - 10'	four - 12'
SHOULDERS	N.A. curb and gutter	same
MEDIANS	five-foot concrete island	*
PARKING LANES	one each side	prohibit parking
SIDEWALKS	each side	same
BIKEWAYS	none	same
INTERCHANGES	none	same
OTHER:		provide left turn lane

* remove 300 feet ± each side of intersection. Replace with two-foot wide concrete island.

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River __________	☐	☒	☐
Stream __________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYB
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______________	☐	☐	☒	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	0.5
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______________ (Region) ______________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
No change in existing		

7 - TYPICAL SECTION AND LOCATION

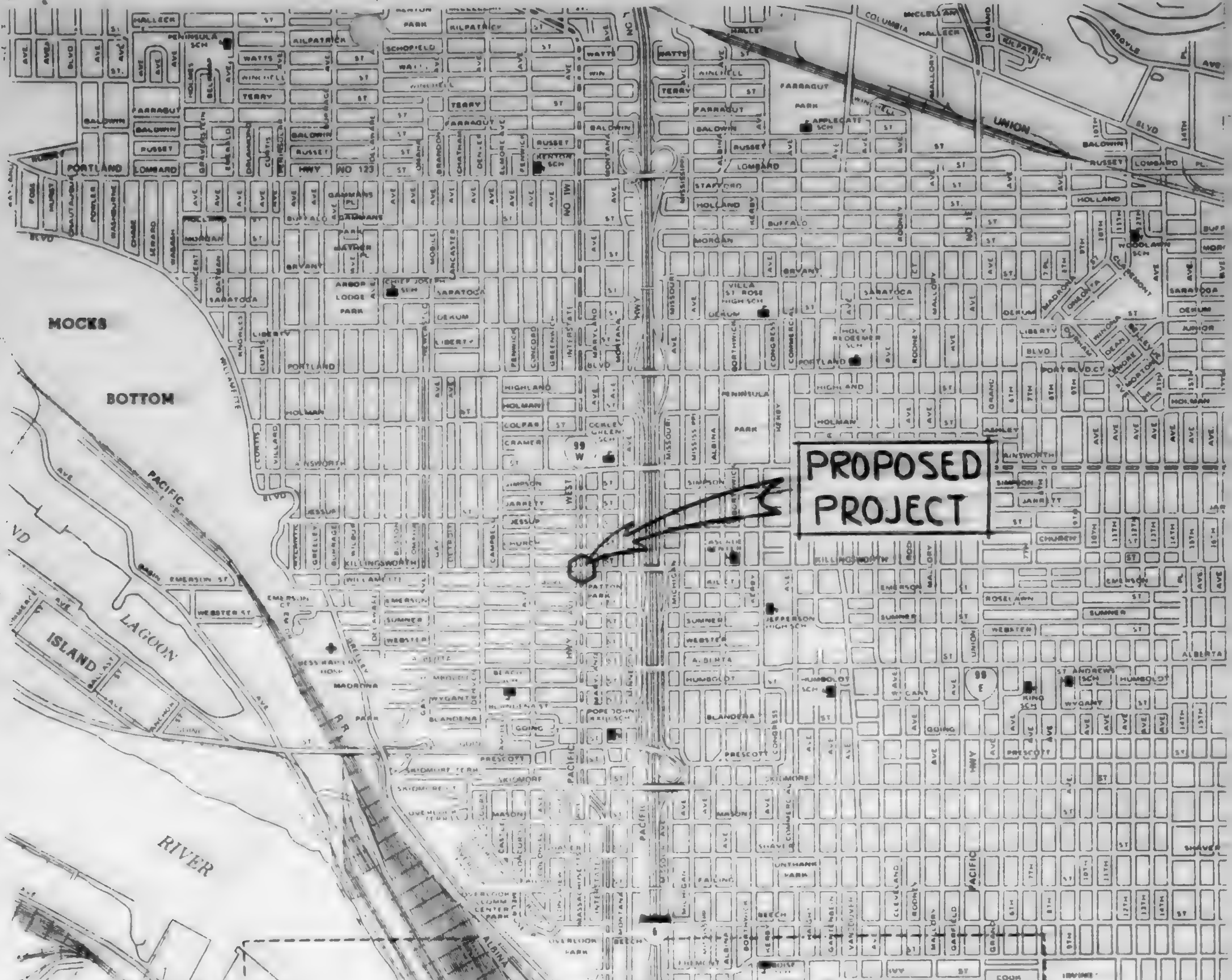
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 8,260	$ 8,260
RIGHT OF WAY		
TRAFFIC CONTROL		5,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	30,000	30,000
OTHER signals	75,000	75,000
ENGINEERING & CONTINGENCIES	10,850	10,850
PROJECT TOTAL	$ 124,110	$ 129,110

SUBMITTED BY ______________________

signed by Edward L. Hardt


PROPOSED PROJECT
MOCKS BOTTOM
ISLAND
LAGOON
RIVER
PACIFIC
UNION
PENINSULA PARK
ARBOR LODGE PARK
IRVING PARK
JEFFERSON HIGH SCH
MEMORIAL COLISEUM
BENSON POLYTECHNIC HIGH SCH
LOMBARD
KILLINGSWORTH
COLUMBIA BLVD
INTERSTATE
HWY NO 123
99 W
99 E
405
30
5

9531

8-14-1

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9361(6)

2. STATE PROJECT NO. See below

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10126

2A. COUNTY NAME Multnomah

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/19/81

8. FEDERAL ROUTE NUMBER FAU 9361

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Pacific Highway West at North Killingsworth (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility Preparatory Work TEC $8,260 - F. F. $7,434

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/9/81.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO Moehring
FOR

14. DATE 3/19/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

March 9, 1981

TO:
E.J. Valach
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 10126
Project No. HES-9361(6)
Pacific Hwy. West @ N. Killingsworth
(Portland) Sec.
Multnomah County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Prospectus, Investigation Report, Collision Diagrams and sketch maps.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under Statewide Categorical exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with Preliminary engineering at an estimated total cost of $8,260 and an obligation of $7,434 in Federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

Form 734-3122

By computation, the section of highway containing this intersection would rank 47 on the Urban Priority List that was previously submitted to FHWA.

DRH:bkc
Attachments

cc: L.E. George
R.N. Bothman
E.L. Hardt
Jon Rose
✓General Files

7531

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: February 5, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

Region 1 has requested a project to construct left-turn refuges and upgrade the traffic signals on the Pacific Highway West (North Interstate Avenue) at Killingsworth Street in the City of Portland.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Highway West at Killingsworth Street (Portland) Multnomah County	$120,000	$108,000	$12,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:ds
Attachments

APPROVED:

H S Coulter
State Highway Engineer

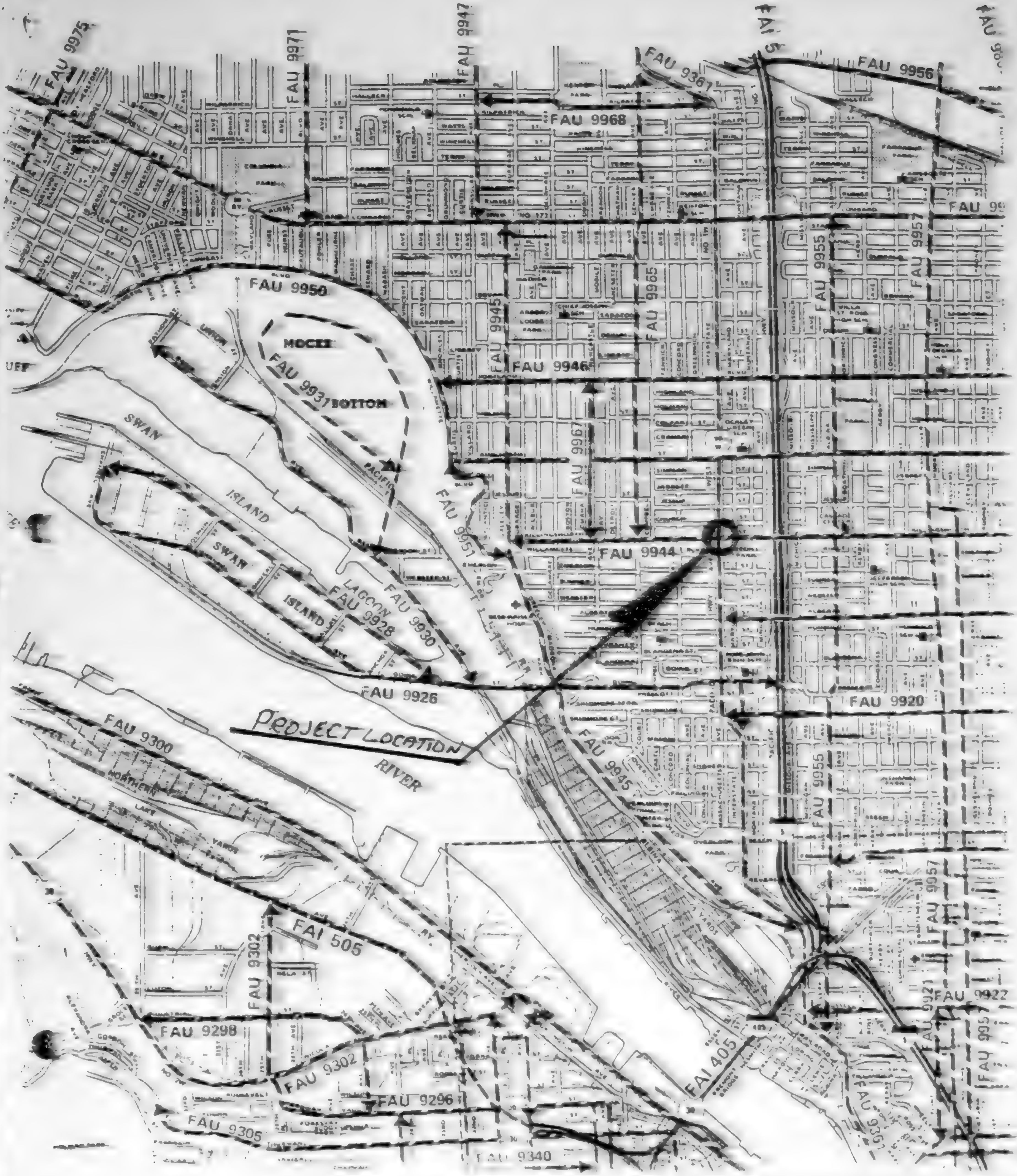
DATE: 2/10/81

2-11-81
copy to/Dawson
cy George
[illegible]

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	A-1	File

Contains Recycled Materials


FAU 9975
FAU 9971
FAU 9947
FAI 5
FAU 9956
FAU 9361
FAU 9968
FAU 9950
MOCKS
FAU 9931
BOTTOM
SWAN
ISLAND
SWAN
ISLAND
LAGOON
FAU 9928
FAU 9930
FAU 9951
FAU 9945
FAU 9946
FAU 9967
FAU 9985
FAU 9955
FAU 9957
FAU 9944
FAU 9926
FAU 9920
PROJECT LOCATION
RIVER
FAU 9300
NORTHERN
FAU 9945
FAU 9955
FAI 505
FAU 9302
FAU 9298
FAU 9302
FAU 9296
FAU 9305
FAU 9340
FAI 405
FAU 9361
FAU 9957
FAU 9921
FAU 9922
FAU 9957

1982 Celilo Rock Prod. Proj. 9532
on the Columbia R. Hwy. @ MP 92.0
approx. 4.0 mi. E. of The Dalles.

9532

February 18, 1983

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

COM 5
#9532

Gentlemen or Ladies:

On February 8, 1983, we wrote to you concerning release of final work on Contract No. 9532 awarded to Ameada Mining & Construction Co., Inc. for the Celilo Rock Production Project on the Columbia River Highway in Wasco County.

Final payment on this contract is $1,000 and the total contract amount is $87,356.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Ameada Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

bc: C. T. Keasey
Walt Hart
Dale Allen

9532

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Celilo Rock Production
WEEK ENDING: January 8, 1983
SECTION PREFIX: 633-0325
HIGHWAY: Columbia River
COUNTY: Wasco
NAME OF JOB: Celilo Rock Production
KIND OF WORK: Rock Production
CONTRACTOR: Ameodo Mining & Const. Co., Inc.
CONTRACT NUMBER: 9532
FED. AID PRO. NO.: State
DATE OF CONTRACT: August 31, 1982
DATE WORK STARTED: September 9, 1982
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: October 22, 1982
PERCENT OF TIME ELAPSED: 179
PROJECT AUTHORIZATION: $ 92,745.00
EXCLUSIVE OF ENGINEERING: $ 84,645.00
ENGINEERING AUTHORIZATION: $ 8,100.00
% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $ 89,356.00
ENGINEERING COST TO DATE: $ 1,600.00
% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 96
ESTIMATED PERCENTAGE: ~~OVERRUN~~ UNDERRUN: 3.7 %
PERCENT OF AUTHORIZATION: 20 %
DATE PROJECT WAS COMPLETED: December 2, 1982

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
N/A	N/A	N/A	N/A	N/A	100		

	MATERIAL PRODUCTION				
MILES IN PROJECT:					
MILES PARTIALLY COMPLETED:					
MILES COMPLETED:					
TOTAL ESTIMATED QUANTITIES (CONTRACT):	25,000 CY				
TOTAL QUANTITIES CORRECTED TO DATE:	28,083 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:	28,083 CY				
AVERAGE DAILY QUANTITIES:					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:					
NUMBER OF SHIFTS PER DAY:					
HOURS PER SHIFT:					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.:									
PERCENT:									

DAY & DATE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Cloudy-Rain			
MONDAY	3	Cloudy-Rain			
TUESDAY	4	Cloudy-Rain			
WEDNESDAY	5	Cloudy-Rain			
THURSDAY	6	Cloudy-Rain			
FRIDAY	31	Cloudy-Rain			
SATURDAY	1	Cloudy-Rain			

RECEIVED
JAN 10 1983
CONSTRUCTION SECTION
CE K
CAE
FOE
QC
OM
CA
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	2	No work.
MONDAY	3	No work.
TUESDAY	4	No work.
WEDNESDAY	5	No work.
THURSDAY	6	No work.
FRIDAY	31	No work.
SATURDAY	1	No work.

REMARKS

This Week: Semi-final estimate and related data forwarded through Region 4 on Friday, January 7, 1983.

```
********************************
*                              *
*       F   I   N   A   L      *
*                              *
*     R   E   P   O   R   T    *
*                              *
********************************
```

SIGNED Henry L. Christensen LOCATION The Dalles

for W. Reid Meritt, Project Manager

__CONSTRUCTION, 3; __W/BRIDGES, 4; __REGION; __FILE

I-84

File: CON 5
9532

1 Versteeg ✓
2 Anderson
Adams
Olsen
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
ROAD DESIGN SECTION

CELILO ROCK PRODUCTION

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

CONTRACT NO. 9532

W. REID MERITT, PROJECT MANAGER

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Watson

NARRATIVE REPORT

The Celilo Rock Production was a state project consisting of furnishing approximately 25,000 cubic yards of 2"-0 crushed aggregate material in stockpiles. The contract was awarded on August 31, 1982, to Ameada Mining and Construction Co., Inc. of The Dalles, Oregon, in the amount of $81,000.00. The specified completion date was not later than October 22, 1982.

The 2"-0 aggregate in stockpiles was produced for use as state furnished material under the next contract, designed to stabilize the sand dune with a uniform aggregate blanket.

MATERIAL SOURCE

The prospective material source was located at M.P. 92.0 on Insterstate 84 (approximately 7 miles east of The Dalles). The source was within the active sand dune area, along the southwest perimeter. The access road was constructed by state forces prior to the award of the contract.

The existing rockline was covered with sand, variable in depth. The overburden was removed and drilling commenced in the southeast corner of the quarry site. Water, approximately 20 feet below the ground line, was encountered in the first hole drilled in the vicinity of the southeasterly corner of the quarry site. The contractor moved approximately 40 feet to the west and resumed the drilling operation. Water was still found in the drill holes, but in a lesser amount that in the original area. During excavation in the quarry, no water was encountered.

There was some concern that quarrying operations might effect the flow in an existing spring westerly of the site. This spring was monitored for a period of time and no apparent change in the flow was found.

The drilling operation utilized 29 calendar days without any additional problems encountered.

ROCK PRODUCTION

Because of the intended use for this aggregate as a gravel blanket, the gradation specifications for 2"-0 aggregate were revised to require that the aggregate be 'reasonably well graded from maximum to minimum of which 100% shall pass the 2 inch sieve and 0-10% passing the number 10 sieve'.

The 2'-0 aggregate in stockpiles was produced in 52 calendar days. No significant problems occurred during the crushing operation except for the normal equipment breakdowns common to crushing plants.

The crushing plant consisted of a roll crusher, cone crusher and a screen deck. The average production rate was approximately 120 cubic yards per hour. Scalpings were held to a minimum during the production. The gradation specification was adequate for the use intended.

Anticipating unforeseen problems in the aggregate blanket construction, we requested an additional 1,500 cubic yards of aggregate in stockpiles be furnished. The increase in the contract quantity was negotiated with the contractor and documented under Price Agreement No. 1. The additional quantity was furnished at the contract unit bid price.

The stockpiles were constructed with approximately 1-1/4:1 side slopes. The irregularities in the stockpile constructions resulted in the additional overrun of the contract quantity.

The aggregate production was completed on December 2, 1982, 41 days after the specified completion date. A request for a time extension of 13 calendar days was submitted by the contractor prior to completion of the contract work. The time extension request was reviewed and eight (8) days were granted based on the extra work required to produce an additional 1,500 cubic yards of aggregate. No additional claims are anticipated.

SOURCE RECLAMATION

The rock from the source was excavated to near vertical side slopes. Boulders remaining in the quarry were deposited along the toe of the variable side slopes and buried in the slope construction. The quarry site was reclaimed in accordance with the contract, utilizing reject material and overburden adjacent to the pit.

The final project cost was $89,356.00, 3.7% under the original project authorization.

Walter Bartel

Walter Bartel
Ass't. Project Manager
The Dalles

WRM/WGB/hc

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Celilo Rock Production
Highway: Columbia River
County: Wasco

Contract No. : 9532
Prefix : 633-8325
F.A. No. : State Proj.

Item No.	Item	Unit	Original	Semi-final	±%
	Bid Items	$	81,000.00	90,986.00	+ 12.3
	Anticipated Items	$	-0-	-0-	-0-
	Contingencies	$	3,645.00	-0-	- 100.0
	Engineering	$	8,100.00	2,000.00	- 75.0
	Liquidated Damages	$	-0-	- 3,630.00	-0-
	Totals	$	92,745.00	89,356.00	- 3.7

All substantial changes were evaluated and only those listed below meaningfully affected the project total costs.

B.I. #1	Cu. Yd.	25,000.0	28,082.1	+ 12.3%

Quantity was increased to provide sufficient quantity for construction of rock blanket, documented under P.A. #1.

9532

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

CON

December 20, 1982

Ameada Mining & Construction
  Company, Inc.
P. O. Box 852
The Dalles, Oregon 97058

Time Extension Request
Celilo Rock Production Project
Contract No. 9532

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of eight calendar days is granted due to the performance of additional work under Price Agreement No. 1. Additional time is not granted for the claimed delay resulting from equipment breakdown since this is not a valid reason for additional contract time.

There remains 33 calendar days of liquidated damages under this contract. Should you wish to review this matter further, or to submit additional data, please contact Project Manager Reid Meritt.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
  for Operations

OBJ:mk st

bc H. S. Coulter
   C. T. Keasey
   Dale Allen w/att.
   Reid Meritt w/att.
   R. D. Church

orm 734-3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
THE DALLES, OR 97058
DECEMBER 9, 1982

RECEIVED
DEC 15 1982
CONSTRUCTION SECTION
OM
CA
LS
TC
FILE CON
CO-9532

Walter Bartel
FROM: WALTER BARTEL,
ASST. PROJECT MANAGER

SUBJECT: CELILO ROCK PRODUCTION PROJECT
COLUMBIA RIVER HIGHWAY
WASCO COUNTY
CONTRACT NO. 9532

TO: ROBERT C. POOL,
REGION CONSTRUCTIONS ENGINEER

Enclosed for your review and appropriate action, please find a Contractor's Request for Adjustment of Contract Time for the referenced project. In evaluating the time extension, the following dates will define the contract work schedule.

August 31, 1982	Contract award date.
September 9, 1982	Date of First Notification.
October 7, 1982	Completion of the drilling operation.
October 12, 1982	Began the rock production.
October 22, 1982	Specified completion date.
December 2, 1982	Date of Second Notification.

The contractor, Ameada Mining and Construction Co., Inc., is requesting a time extension of 13 calender days for the period November 20 through December 2, 1982. The request is based on 2 reasons: 1) a serious mechanical breakdown of the cone crusher on November 8 delayed production for 5 calender days, and 2) production of the additional 1,500 cy of aggregate in stockpiles following the Thanksgiving Day long weekend added 8 calender days to the completion schedule.

During the period that the cone crusher was down, the contractor drilled and shot a second area of the quarry to provide enough material to complete the contract quantity. Section 108.09 of the Standard Specifications does not consider a mechanical failure a bona fide cause for granting a time extension.

An estimate of the aggregate quantity in stockpiles at the end of the shift on November 24 indicated that approximately 25,000 cy of 2"-0 aggregate was produced, fulfilling the requirements of the contract. The additional 1,500 cy of aggregate was produced as directed the following week. Under the terms of the contract, extra work is a justifiable cause in considering an adjustment of contract time.

Since the production of the additional 1,500 cy of 2"-0 aggregated documented under Price Agreement No. 1 is classified as extra work, and the contract quantity was completed on November 24, 1982, we recommend that an extension of the contract time in the amount of 8 days be granted for the period November 25 through December 2, 1982.

12-16-82

WRM/WGB W. E. Schwartz
I concur with Region & Proj. Mgr.
O. Jackmond

cc: Files

cc: Bryant Jackmond
Concur with above Recommend
8 day increase. This leaves
33 [illegible]

RDE RCE RGE PLA FAE
RTE RECEIVED GEO
RUE DEC 13 1982 RDE
RSO REGION 4 RBE
ASSIGNED__________

9532

File: CON 5
9532

Celilo Rock Production

Columbia River Highway

Wasco County State Project

Prefix No. 633-8325 Contract No. 9532

Project Manager's Weekly Narrative Report

December 3, 1982

no.pr. #9564

This contract is for the production and stockpiling of 25,000 cubic yards of 2"-0 aggregate for future use. This aggregate is to be used as a rock blanket covering the sand dunes adjacent to the southerly side of the Columbia River Highway (I-84) in the vicinity of mile post 92 (approximately 7 miles east of The Dalles, Oregon).

Ameada Mining and Construction Co., Inc. completed the production of the 2"-0 aggregate for the gravel blanket at approximately 11:00 A.M. on Thursday, the 2nd of December. All that remains to be done under this contract is the reclamation work on the quarry site. This is the final report titled "Celilo Rock Production". Starting with next week's report, it will be titled "Celilo Sand Stabilization Project".

The preconstruction conference for the Celilo Sand Stabilization Project was held on November 30, 1982. Attached, please find a copy of the minutes of this meeting.

Henry R. Christensen
for
W. Reid Meritt
Project Manager
3313 N. E. Frontage Road
The Dalles, Oregon 97058

NOTED
W. E. SCHWARTZ

WRM/hc

cc: Jeff Breckel
Rich Campbell
Carl Koser
Doug Updike
Ray Welch
Grant Wilson
Dale Allen
[redacted] Coulter
Dick Hawkins
Joe Hay
R. VanCleave

RECEIVED
STATE HWY ENGR
DEC 6 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						✓

To: Memo - to - the - Files

From: Walt Bartel
Asst. Project Manager

Re: Celilo Sand
Stabilization Project
Columbia River Highway
Wasco County
Contract No. 9564
Pre-Construction Conference

The pre-construction conference was held in the office of the Project Manager on November 30, 1982. The following people were in attendance:

Dean Elliott, Bureau of Indian Affairs
Jim Hall, Jim Hall Contracting
Roger Hart, Superintendant, Jim Hall Contracting
Dale Allen, Region Engineer, OSHD
Dick Hawkins, District Maintenance Supervisor, OSHD
Rolland Van Cleave, Region Geologist, OSHD
W. Reid Meritt, Project Manager, OSHD
Joe Hay, Agronomist OSHD
Merle Anderson, Landscape Engineer, OSHD
Walt Bartel, Asst. Project Manager, OSHD

The conference began at approximately 10:45 A.M., with a brief introduction of the agenda. The meeting began with Mr. Hall presenting and discussing the preliminary work schedule.

Work on the project will commence on December 6, 1982. Equipment will be moved onto the project, and the sand leveled as needed for access. The sand dune will be prepared completely, blending the slopes as flat as possible under the terms of the contract. Shaping the sand dune will be be performed by the use of a bulldozer, and possibly a scraper.

Application of the rock blanket will begin at the westerly end of the dune. The 2"-0 aggregate will be placed using a 11 c.y. capacity paddle-wheel scraper to an approximate depth of 3 inches. The project will be completed in 1 to 2 acre increments. The initial grass seed will be applied with the use of a hand held spreader or hydroseeder. The final application of the seed will be applied with a Cyclone 99AB spreader having a 100 pound capacity powered by a dune buggy or light weight traction vehicle.

Under the terms of the contract, all equipment shall be kept off the blanket except when operating on a developed haul or access road. By using a scraper to apply the rock blanket, the trailing wheels will drive over the rock blanket. A chain link fence drag leveling device will be used to smooth out any ruts left in the rock blanket. Mr. Hall was not as concerned about leveling wheel ruts in the prepared sand. According to the terms of the contract, the rounded sand surface shall be free of wheel ruts and other irregularities that would prevent the application of uniform coverage with the rock blanket. Should excessive rutting, in the opinion of the engineer, develope, alternate methods of construction may be required.

Mr. Dale Allen suggested the use of a roller to compact the prepared surface. Water sprinkled over the prepared work areas will also help set up the sand. Mr. Hall stated that the anticipated water source will be a pool located between the U.P.R.R. tracks and I-84. The water would be piped to an irrigation system either through a culvert beneath the railroad embankment, or through a steel pipe layed through the track bed rock, directly beneath the rails and between the ties. Railroad approval must be obtained. Mr. Elliott suggested using the spring to the southwest of the dune as a water source subject to the approval of the Agency and Mr. Carl Kaser. Mr. Hall is going to investigate possible use of this spring.

No subcontractors are anticipated on this project. The contractor will provide a letter listing material suppliers.

Several areas of the sand dune will be seeded, mulched, and planted by State Forces. Mr. Hall will be required to cooperate with the State Forces in the completion of their work. Mr. Joe Hay stated that the State Force work would probable be performed in February of 1983.

An access road will be necessary along the easterly portion of the north edge of the sand dune, directly above I-84. The access road must be developed to support the State equipment. The access road necessary along the north edge could tie into Mr. Hall's proposed perimeter access road along the south and west edges of the sand dune. Mr. Hall stated that if the sand could support his equipment, development of the perimeter access road would not be necessary.

Approximately 25,000 C.Y. of 2"-0 aggregate is anticipated under this contract for construction of the rock blanket. In the event more is required, it will be the contractor's responsibility to provide, at his expense, the material necessary to complete the project. An additional 1,500 C.Y. of 2"-0 aggregate is available in the stockpile.

The rock blanket application will be tested during construction by extracting a section of the blanket, checking the unit weight per square yard, and randomly measuring the depth to insure a minimum depth of 2.2 inches.

The grass seed will be pre-blended to the ingredients specified in the Special Provisions, and supplied in 45 pound bags. Mr. Allen stated the blending of the required grass seeds must be State inspected at the time produced. Mr. Hall agreed to notify the State prior to production to insure proper inspection. Mr. Hay requested that an additional 12 bags of blended grass seed be produced for use by State Forces. Certification of the grass seed blend by the supplier will also be required. Measurement and payment of the grass seed used by the contractor will be based on bag weights which contain specified proportions of various seeds.

The fertilizer will be produced in bulk, and stored in a storage hopper on the project. 380 pounds of fertilizer will produce the 40 pounds of nitrogen, 80 pounds of phosphorus, 120 pounds of potash, and 24 pounds of sulfur required per acre. Analysis and certification of the fertilizer will be required. Measurement and payment will be by the pound for the actual weights of nitrogen, phosphorus, potash, and sulfur based on weight and supplier's percentage analysis at the point of application. Mr. Hay requested that additional fertilizer in the amount required to fertilize 12 acres be furnished in bags for use by State Forces.

Mr. Hawkins stated that the State would probably purchase any excess quantities of seed and fertilizer available.

In regards to the safety provisions of the contract, it was brought to the contractor's attention that any inspector of the Occupational Safety and Health Administration (OSHA) or the Accident Prevention Division of the Oregon Worker's Compensation Department shall be admitted to the project without delay and without the presentation of a inspection warrant.

The Minority Business Enterprise goal assigned to this contract is 0%. A 0% MBE goal does not relieve the contract participants of their commitment to the MBE Policy Statement. This means that the contractor has agreed ,by signing the contract, to ensure that minority business interprises have the maximum opportunity to compete for and perform contracts or supply materials and equipment.

A minimum of 1 payroll per month was requested. Public Works Contractor Wage Determination (form 124 RE-1) must be submitted before the first progress payment and once before the final payment is authorized. Also, a wage certification will be required whenever a craft is added or the wage rates change.

The pre-contruction conference concluded at approximately 12:15 P.M. State and contractor personnel viewed the sand dune after lunch, reviewing the progress of the current rock production contract.

cc: Jim Hall
Roger Hart
Dean Elliott
Dale Allen
Dick Hawkins
Rolland Van Cleave
Joe Hay
Merle Anderson
Construction

1982 E. Ptld. Frwy.-SE 122nd 9534
Ave. Sec., Clack. Hwy (Grad., [redacted]
pav., struc., sign., illu.,sig.)

For I-205 Boring Rd. Sec., See
Con 21-6- Clack - S.P.

C+A 7626 5-14-82
RR 1107 8-24-82 + 1-31-83
C&A 7625 3-18-82

JC cc: OSHD (L. W. Rullen)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 6	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 8/17/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-74(8)
COMPLETION DATE (Actual) 12/8/83	ACCEPTANCE DATE BY CONRTACT AGENCY 10/9/86	TIME ELAPSED 120 %	CONTRACT TIME 375 Calendar Days

LOCATION
SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EAST PORTLAND FREEWAY - S.E. 122ND AVE. SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structures, Signals and Illumination

This project provided for widening the subject section of highway from two to four lanes with a continuous left turn median. The structure over the railroad was widened on the south side.

The contract was awarded to Fabricators Incorporated on 9/1/82. Work started 9/7/82 and was completed 12/8/83. A 75 calendar day time extension was granted for additional work which negated any necessity for liquidated damages. The final project cost overran the original authorization of $2,244,350 by 8%. There was a $300 penalty for failing compaction on the top lift A.C. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

5

RECEIVED
STATE HWY ENGR
AUG 19 '87
REFER TO
FOR
Info

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 8-18-87	TITLE District Engineer A	DATE 8/18/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9534

December 26, 1986

CON 5 - #9534

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

On October 13, 1986, we wrote to you concerning release of final payment on Contract No. 9534 awarded to Fabricators, Incorporated for work on the East Portland Freeway-SE 122nd Avenue Section of the Clackamas Highway in Clackamas County.

Final payment on this contract is $6,667.42 and the total contract amount is $2,013,203.68, including $85,949.42 for work performed under force account.

Fran Heavoll
COMMISSION SERVICES

cc: Fabricators, Incorporated
2705 Lancaster Drive NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

cgc

9531

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 5-135 → 6-2	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MULTNOMAH
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 3	5-27-86	Project Number IX-74(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,430,070.00	$ 2,430,070.00
Federal funds	$ 2,065,558.00	$ 2,050,199.00 (580)
	- 0 -	15,359.00 (177)
Other revisions		

This modification is made for the following reasons: To decrease Appn Code 580 funds and to increase Appn Code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of MAY, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 2, 1986

FEDERAL AID PROJECT NO. IX-74(8)

EAST PORTLAND FREEWAY-S.E. 122ND AVENUE SECTION
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 265+00 to Sta. 271+39)(Sta. 273+75 to Sta. 334+80)

TOTAL as on Estimate of January 23, 1986 $1,855,881.00

TYPE CODE X180
STRUCTURE, BRIDGE NO. 7867A (Sta. 271+39 to Sta. 273+75)

TOTAL the same as Previous Estimate of September 7, 1982 438,233.00

TYPE CODE Y033
TRAFFIC SIGNAL

TOTAL the same as Previous Estimate of September 7, 1982 135,956.00

Length of Roadway ---------------- 1.277 mi.
Length of Structure -------------- 0.045 mi.
1.322 mi.

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN APPN	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	FIRE DISTRICT
Roadway	177	$ 18,070.00	$ 15.359.00	$ 2,711.00	$ --
Roadway	580	1,837,811.00	1,562,139.00	275,672.00	--
Structure	580	438,233.00	372,498.00	65,735.00	--
Signals	580	135,956.00	115,562.00	19,551.00	843.00
TOTAL		$2,430,070.00	$2,065,558.00	$363,669.00	$ 843.00

Group 1: 100%
Contract No. 9534
Prefix: 103-1963
Prefix: C09534

RLC:pf

9534

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 2 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
PROJECT REPORT NUMBER	1-27-86	Project Number IX-74(8)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,412,000.00	$ 2,430,070.00
Federal funds	$ 2,050.199.00	$ 2,065,558.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary L. Potter

Manager, Program Section
(Title)

~~BY~~ For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 23, 1986

FEDERAL AID PROJECT NO. IX-74(8)

East Portland Freeway-S.E. 122nd Ave. Section
Clackamas Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 265+00 to Sta. 271+39)(Sta. 273+75 to Sta. 334+80)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
48" Culvert Pipe (P.A. #1A)	$4.72	--	--	352	$16,614.40
Granular Backfill (P.A. #1B)	8.00	--	--	182	1,456.00
					$18,070.40

Increase	$ 18,070.40
Subtotal from Estimate of October 29, 1984	1,633,282.53
Subtotal	$1,651,352.93
Engineering	204,528.07
Total	$1,855,881.00

TYPE CODE X180
Structure, Bridge No. 7867A (Sta. 271+39 to Sta. 273+75)

Total the same as Previous Estimate of September 7, 1982 $ 438,233.00

TYPE CODE Y033
Traffic Signal

Total the same as Previous Estimate of September 7, 1982 $ 135,956.00

Length of Roadway ------------------ 1.277 mi.
Length of Structure ---------------- 0.045 mi.

1.322 mi.

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	Fire District
Roadway	$1,855,881.00	$1,577,498.00	$278,383.00	$ --
Structure	438,233.00	372,498.00	65,735.00	--
Signals	135,956.00	115,562.00	19,551.00	843.00
TOTAL	$2,430,070.00	$2,065,558.00	$363,669.00	$ 843.00

Appn Code: 580
Group 1: 100%
Contract No. 9534
Prefix: 103-1963
Prefix: C09534

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2080
MONTHLY TRANSACTION NUMBER 11-4Q	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County CLACKAMAS
MODIFICATION NUMBER 1		Project Number IX-74(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,244,350	$ 2,412,000
Federal funds	$ 1,907,696	$ 2,050,199
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, construction engineering costs, and approved costs of RR work by SPTC.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 29, 1984

FEDERAL AID PROJECT NO. IX-74(8)

EAST PORTLAND FREEWAY-S.E. 122ND AVE. SECTION
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 265+00 to Sta. 271+39)(Sta. 273+75 to Sta. 334+80)

Subtotal of Previous Estimate of September 7, 1982	$1,484,587.50

ADDITIONAL ITEMS

Surplus Emb. Material (PA #6)	Cu. Yd.	7,796	3.09	24,089.64
Illumination Revision (PA #7)	Lump Sum	All	Lump Sum	19,630.39
Work by SPTC (SFO)	Lump Sum	All	Lump Sum	104,975.00
				$ 148,695.03
		Increase		148,695.04
		SUBTOTAL		1,633,282.53
		Engineering		204,528.47
		TOTAL		$1,837,811.00

TYPE CODE X180
STRUCTURE, BRIDGE NO. 7867A (Sta. 271+39 to Sta. 273+75)

Total the same as Previous Estimate of September 7, 1982	$ 438,233.00

TYPE CODE Y033
TRAFFIC SIGNAL

Total the same as Previous Estimate of September 7, 1982	$ 135,956.00

Length of Roadway ---------------------	1.277 mi.
Length of Structure -------------------	0.045 mi.
TOTAL	1.322 mi.

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	FIRE DISTRICT
Roadway	$1,837,811	$1,562,139	$275,672	$ --
Structure	438,233	372,498	65,735	--
Signals	135,956	115,562	19,551	843
TOTAL	$2,412,000	$2,050,199	$360,958	$ 843

Group 1: 100%
Contract No. 9534
Prefix: 103-1963
Prefix: 103-1044

WH:pf

9534

State's COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-96	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** September 14, 1982	State Oregon County Clackamas Project No. IX-74(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Portland Freeway - S.E. 122nd Avenue

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-82	1.322

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 2,244,350.00	FEDERAL FUNDS $ 1,907,696.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
xxx For: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 9-14-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-Files

Oregon State Highway Division
Salem, Oregon September 7, 1982

Federal-Aid Project
No. IX-74(8)

East Portland Freeway-S.E. 122nd Ave. Section
Clackamas Highway
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 265+00 to Sta. 271+39)(Sta. 273+75 to Sta. 334+80)

Mobilization		All Required	$ 75,000.00
Temporary Protection and Direction of Traffic		All Required	15,000.00
Temporary Signs	510 Sq. Ft.	9.00	4,590.00
Temporary Barricades	67 Each	75.00	5,025.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	1,450 Lin. Ft.	10.00	14,500.00
Temporary Bridge Rail	240 Lin. Ft.	25.00	6,000.00
Temporary Traffic Signal Installation		All Required	20,000.00
Flagmen	3,000 Hour	10.00	30,000.00
Clearing and Grubbing		All Required	75,000.00
Removal of Structures and Obstructions		All Required	5,000.00
Ditch Excavation	410 Cu. Yd.	10.00	4,100.00
Embankment in Place	21,630 Cu. Yd.	3.75	81,112.50
Trench Excavation	1,300 Cu. Yd.	10.00	13,000.00
Finishing Roadbed and Slopes		All Required	5,000.00
Furnishing and Placing Topsoil	370 Cu. Yd.	10.00	3,700.00
Watering	140 M-Gal.	10.00	1,400.00
Aggregate Shoulders	4,200 Ton	8.00	33,600.00
Treated Base Mixture	34,000 Ton	8.00	272,000.00
Cement in Treated Base Mixture	1,815 Ton	68.00	123,420.00
Class "B" Asphalt Concrete Mixture	15,800 Ton	15.00	237,000.00
Asphalt Cement in Mixture	950 Ton	170.00	161,500.00
Asphalt in Tack Coat	20 Ton	190.00	3,800.00
Concrete in Walls	25 Cu. Yd.	175.00	4,375.00
Reinforcement in Walls	600 Lbs.	0.35	210.00
12-inch Culvert Pipe	1,110 Lin. Ft.	10.00	11,100.00

15-inch Culvert Pipe	820 Lin. Ft.	11.00	9,020.00
18-inch Culvert Pipe	430 Lin. Ft.	13.00	5,590.00
24-inch Culvert Pipe	350 Lin. Ft.	18.00	6,300.00
36-inch Culvert Pipe	220 Lin. Ft.	25.00	5,500.00
12-inch Sewer Pipe	1,670 Lin. Ft.	14.00	23,380.00
18-inch Sewer Pipe	470 Lin. Ft.	15.00	7,050.00
Extra for Pipe Under Pavement	685 Lin. Ft.	15.00	10,275.00
Concrete Manholes	4 Each	1,000.00	4,000.00
Concrete Inlets, Type G-1	24 Each	325.00	7,800.00
Concrete Inlets, Type B	1 Each	325.00	325.00
Concrete Inlets, Type D	2 Each	325.00	650.00
Guard Rail, Type 1A	675 Lin. Ft.	10.50	7,087.50
Guard Rail, Type 2A	675 Lin. Ft.	13.00	8,775.00
Guard Rail, Type 3	100 Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4 Each	375.00	1,500.00
Rail End Pieces, Type C	4 Each	85.00	340.00
Concrete Walks	1,425 Sq. Yd.	9.50	13,537.50
Concrete Driveways	350 Sq. Yd.	13.40	4,690.00
Concrete Curbs	5,400 Lin. Ft.	2.75	14,850.00
Concrete Islands	520 Cu. Yd.	90.00	46,800.00
Extra for Asphalt Approaches	41 Each	200.00	8,200.00
Delineators, Type 2	30 Each	20.00	600.00
Delineators, Type 3	6 Each	25.00	150.00
Adjusting Manholes	5 Each	500.00	2,500.00
Adjusting Inlets	4 Each	275.00	1,100.00
Capping Inlets	1 Each	325.00	325.00
Roadside Seeding and Mulching	6 Acre	560.00	3,360.00
Furnishing and Planting Trees	3 Each	80.00	240.00
Furnishing and Planting Shrubs	476 Each	11.00	5,236.00
Soil Conditioner	74 Cu. Yd.	11.00	814.00
Bark Mulch	10 Unit	100.00	1,000.00
Removal of Existing Sign Installations		All Required	1,500.00
Wood Sign Posts		All Required	2,200.00
Sign Support Footings		All Required	700.00
Breakaway Sign Posts		All Required	2,000.00
Signals Pole Mounts		All Required	800.00
Type "C" and "D" Signs in Place	104 Sq. Ft.	10.00	1,040.00
Type "EE" Signs in Place	10 Sq. Ft.	12.00	120.00
Move, Modify and Reinstall Existing Signs and Supports		All Required	2,800.00

Removal of Existing Illumination	All Required	$ 1,000.00
Pole Foundations	All Required	3,500.00
Roadway Lighting Poles and Bracket Arms	All Required	7,500.00
Luminaires and Ballasts	All Required	2,500.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	13,000.00
		$1,447,587.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 8,000.00
Temporary Pavement Striping	All Required	2,200.00
Asphalt Cement Adjustment	All Required	26,000.00
On-The-Job Trainees ($0.80x1,000 hr.)	All Required	800.00
		$ 37,000.00
	Subtotal	$1,484,587.50
	Engineering	185,573.50
	Total	$1,670,161.00

Type Code X180
Structure, Bridge No. 7867A (Sta. 271+39 to Sta. 273+75)

Bridge Removal Work		All Required	$ 25,000.00
Shoring, Cribbing, Etc.		All Required	13,000.00
Structure Excavation	420 Cu. Yd.	12.00	5,040.00
Furnish Pile Driving Equipment		All Required	28,000.00
Furnish Prestressed Concrete Piling (Alt. A)	588 Lin. Ft.	12.00	7,056.00
Drive Prestressed Concrete Piling (Alt. A)	588 Lin. Ft.	1.00	588.00
Structural Concrete, Class 3300		All Required	65,000.00
4'x40'/45' Prestressed Slabs	30 Each	2,400.00	72,000.00
4'x55'/60' Prestressed Slabs	20 Each	2,800.00	56,000.00
Reinforcement		All Required	16,000.00
Reinforced Concrete Bridge End Panels	284 Sq. Yd.	53.00	15,052.00
Two-Tube Steel Railing	230 Lin. Ft.	50.00	11,500.00
Three-Tube Steel Railing	250 Lin. Ft.	50.00	12,500.00
Membrane Waterproofing	1,574 Sq. Yd.	7.50	11,805.00
CL-10R Chain Link Fence, Modified	500 Lin. Ft.	44.00	22,000.00
			$ 360,541.00

Anticipated Items

Railroad Protective Cost	All Required	$ 29,000.00
	Subtotal Alt. "A"	$ 389,541.00
	Engineering	48,692.00
	TOTAL	$ 438,233.00

Type Code Y033
Traffic Signal

Traffic Signal Installation, Complete	All Required	$ 111,000.00
Fire Pre-emption System, Complete	All Required	5,000.00
		$ 116,000.00

Anticipated Items

State Furnished Signal Program	All Required	$ 1,000.00
Signal Controller Testing and Turn-On	All Required	3,850.00
		$ 4,850.00
	SUBTOTAL	$ 120,850.00
	Engineering	15,106.00
	TOTAL	$ 135,956.00

Length of Roadway -------------	1.277 mi.
Length of Structure -----------	0.045 mi.
TOTAL	1.322 mi.

Cost of Roadway Per Mile ------$1,307,173.84

Work Retained in Program

Clackamas Service District #1	All Required	$ 1,000.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	Fire District
Roadway	$1,670,161	$1,419,636	$250,525	$ ----
Structure	438,233	372,498	65,735	----
Signals	135,956	115,562	19,551	843
	$2,244,350	$1,907,696	$335,811	$ 843

Group 1	100%
Contract No.	9534
Prefix:	103-1963
Prefix:	103-1044

E. Portland Fwy.-SE 122nd Ave.
(Nonparticipating - State Work)

Furnishing and Installing Mailbox Posts	20 Each	$100.00	$2,000.00

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-74(8)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 71111
6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 19, 1986
8. FEDERAL ROUTE NUMBER Primary 74
9. STATE ROUTE NUMBER Secondary 171
10. GENERAL LOCATION: East Portland Freeway - S. E. 122nd Ave. Section
11. GENERAL DESCRIPTION OF WORK Program Change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 5/2/86 we approve the Program Change to joint finance the subject project utilizying Appn Code 177 funds.

This change will require the following revisions:
1. Appn Code ----- add 177 funds
2. Credit Appn Code 580 funds
3. Debit Appn Code 177 funds

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/22/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 2, 1986

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 71111
Project No. IX-74(8)
Project Name: E. Portland Freeway-SE 122nd Ave. Sec.
Clackamas Highway
Clackamas County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds.

This change will require the following revisions:

1) Appn Code: to add 177 funds.

2) Credit Appn Code 580 funds.

3) Debit Appn Code 177 funds.

RLC:pf

cc: R. Oakes
W. Schulte, Region 1
J. Peterson
General Files
Files (ours)

Form 734-3122

FORM 734-2081

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION E. Portland Freeway - S.E. 122nd. Avenue		WEEK ENDING MAR. 23, 1985
		SECTION PREFIX 103-1044
	HIGHWAY Clackamas	COUNTY Clackamas
NAME OF JOB E. Portland Frwy. - 122nd Ave.	KIND OF WORK Grade, Pave, Structures, Illumination, Signals	
CONTRACTOR Fabricators, Inc.	CONTRACT NUMBER 9534	FEDERAL AID PROJECT NUMBER IX-74(8)
DATE OF CONTRACT September 1, 1982	DATE WORK STARTED September 7, 1982	ESTIMATED COMPLETION DATE n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS n/a SPECIFIED CALENDAR DAYS 375	WORK DAYS USED n/a CALENDAR DAYS USED 450
Add. Auth. 3-20-84 PROJECT AUTHORIZATION: $ 2,420,125.81	SPECIFIED COMPLETION DATE n/a	PERCENT OF TIME ELAPSED 120
EXCLUSIVE OF ENGINEERING: $ 2,120,125.81	Add. Auth. 3-20-84 ENGINEERING AUTHORIZATION $ 300,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,061,539.76	ENGINEERING COST TO DATE $ 339,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT [redacted] UNDERRUN 3 %	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED: December 9, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signals	Illumin.
100	100	100	100	100		100	100

	GRADING	SURFACING	[redacted]	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.47	1.47	Surplus	1.47	
MILES PARTIALLY COMPLETED			Embankment		
MILES COMPLETED	1.47	1.47		1.47	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	21,630 cy	38,200tn	4,000 cy	15,800tn	
TOTAL QUANTITIES CORRECTED TO DATE	20,909 cy	33,832tn	7,796 cy	15,795tn	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,909 cy	33,832tn	7,796 cy	15,795tn	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	
NUMBER OF SHIFTS PER DAY	0	0	0	0	
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

None Used.

ESTIMATED PERCENT COMPLETE (STRUCTURES) Impact Slab 100%

BRIDGE NO.	7867A	Footing	Columns	Beams	Deck	Misc.	Demo.	Sidewalk
PERCENT	100	100	100	100	100	100	100	100

MAR. 1985	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17		0		
MONDAY 18		0		
TUESDAY 19		0		RECEIVED
WEDNESDAY 20		0		
THURSDAY 21		0		CONSTRUCTION
FRIDAY 15		0		SECTION
SATURDAY 16		0		

CONTR. No.: 9534 DATE: MAR. 23, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

17 SUNDAY	No activity.
18 MONDAY	No activity.
19 TUESDAY	No activity.
20 WEDNESDAY	No activity.
21 THURSDAY	No activity.
15 FRIDAY	No activity.
16 SATURDAY	No activity.

REMARKS

SUMMARY: It appears all work required of the contractor on this contract has been completed. A final check of office records will be made this week to determine if contractor has further items to be submitted and, if not, the Third Notification will be submitted.

ANTICIPATED: No activity by contractor

SIGNED Earl Mershon LOCATION Portland, OR

Earl Mershon, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

9534

LILLIAN MEYERS
ATTORNEY AT LAW

P.O. BOX 367
9150 S.E. ST. HELENS STREET
CLACKAMAS, OREGON 97015
TELEPHONE (503) 655-9134

CERTIFIED MAIL

October 10, 1984

Industrial Indemnity Company
421 S.W. Sixth Avenue
Portland, Oregon 97204

Fabricators, Incorporated
2705 Lancaster Drive, N.E.
Salem, Oregon 97305

Re: Claim of Pacific Rock Products Inc.
Filed with the Secretary of State
in the amount of $8,187.20 for labor
and materials against prime contractor,
Fabricators, Incorporated, Contract
No. 9534 with Department of Transportation,
Oregon, Project: East Portland Freeway -
SE 122nd Avenue Section, Clackamas Highway,
Clackamas, Oregon

This office represents Pacific Rock Products Inc.

Notice is hereby given to you that pursuant to ORS 279.526 et.seq. Pacific Rock Products Inc. [redacted] to institute an action on the contractor's bond of Fabricators, Incorporated in the sum of $8,187.20 at any time after 10 days from the date of this letter unless payment of said amount is received within such 10 day period.

Very truly yours,

Lillian Meyers

LM:m
cc: Pacific Rock Products Inc.
Oregon Department of Transportation
Attn: Robert W. Gormsen, Commission Services

RECEIVED
OCT 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9534

August 28, 1984

AGC-Operating Engineers Trust Funds
PO Box 4666
Portland, OR 97208

CON 5
#9534

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

Thank you for a copy of your letter of August 23, 1984, addressed to the Industrial Indemnity Company stating that you have received $2,604.41 representing full payment of your claim for hours worked by employees of Zellner Excavating.

This was in reference to the Fabricators, Incorporated Contract No. 9534 for work on the East Portland Freeway-S. E. 122nd Avenue Section of the Clackamas Highway in Clackamas County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: Fabricators, Incorporated
2705 Lancaster Dr., NE
Salem, OR 97305

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

8-28-84 kjm

AGC-OPERATING
ENGINEERS
TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

August 23, 1984

Industrial Indemnity Co.
421 S,W, 6th Ave
Portland,OR 97204

Attn: Kathleen Brophy

Re: Project: OSHD #9534 East Portland Freeway to S.E.
122nd Ave Clackamas County, Oregon
Prime: Fabricators, Inc.
Sub: Gary Zellner dba Zellner Excavating
Surety: Industrial Indemnity Co.
Bond No: YS 849-5266

Dear Ms. Brophy:

Please be advised that on August 22, 1984 we received the sum of $2,604.41 representing full payment of our claim for hours worked by employees of Zellner Excavating on the above project.

Please be advised that our claim has now been paid in full.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:dll

cc: Oregon Department of Transportation
Attn: Robert G. Gormson Commission Services
Secretary of State
Zellner Excavating
Fabricators, Inc.

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, Chairman
LLOYD BABLER, JR.
ARTHUR WEEKS
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, Secretary
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

I.U.O.E.
Local 701

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • SUITE B210 • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4688, PORTLAND, OR 97208

9534 CL84-134

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Claim filed directly by AGC-Operating Engineers Trust Funds.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 9 1984
NORMA PAULUS
SECRETARY OF STATE

August 7, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9534

AGC-Operating Engineers Trust Funds
PO Box 4668
Portland, OR 97208

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated July 26, 1984, and a copy of a letter to Industrial Indemnity Company concerning the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Trust Funds
AMOUNT:	$2,604.41 as of July 20, 1984, which included interest and liquidated damages.
FOR:	Fringe benefits
AGAINST (Prime contractor)	Fabricators, Inc.
SUBCONTRACTOR:	Gary Zellner dba Zellner Excavating
CONTRACT NO.:	9534
PROJECT:	East Portland Freeway-SE 122nd Avenue Section, Clackamas Highway, Clackamas County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter

We will advise the surety and the prime contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

ED ON CARD
8-15-84 kgm

cc: Fabricators, Incorporated
Industrial Indemnity Company

731-0188

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 428 971 980

July 26, 1984

Industrial Indemnity, Co.
421 SW Sixth
Portland, OR 97204

Re: Project: OSHD #9534 East Portland Freeway to S.E.
122nd Ave Clackamas County, Oregon
Prime: Fabricators, Inc.
Sub: Gary Zellner dba Zellner Excavating
Surety: Industrial Indemnity, Co.
Bond No: YS 849-5266

Gentlemen:

Enclosed you will find Notice of Claim regarding the above project. Copies of this Notice of Claim have been sent to Gary Zellner dba Zellner Excavating, Fabricators, Inc, Oregon Department of Transportation and the Oregon Secretary of State.

We have enclosed a schedule of the delinquent hours. The amount due as of July 20, 1984 is $2,604.41.

We would appreciate hearing from you regarding this claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator
BJW:dll
Enclosure
cc: Delinquency Committee
Oregon Department of Transportation #428971981 ✓
Oregon Secretary of State #428971982
Gary Zellner dba Zellner Excavating #428971983
Fabricators, Inc. #428971984

RECEIVED
[illegible] 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Employer Trustees
W. RAY ROGERS, Chairman
LLOYD BABLER, JR.
A. J. CASTELBOUNO
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, Secretary
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

RETURN RECEIPT REQUESTED
P 428 971 981

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Oregon Department of Transportation
121 Transportation Bldg
Salem,OR 97310

Notice is hereby given that AGC-OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of Gary Zellner dba Zellner Excavating working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of TWO THOUSAND ONE HUNDRED FIFTY ONE AND 54/100ths DOLLARS, ($2,151.54) contributions together with liquidated damages of TWO HUNDRED THIRTY ONE 91/100ths DOLLARS, ($231.91) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about ______________ bond no. YS 849-5266 on which FABRICATORS, INC. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, is the owner, and INDUSTRIAL INDEMNITY COMPANY, is the surety, for that project known as OSHD #9534 EAST PORTLAND FREEWAY TO S.E. 122ND AVENUE,CLACKAMAS COUNTY,OREGON

DATED: July 26, 1984

AGC-OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Cathy Joerger, Assistant
Administrator
P.O. Box 4668
Portland,OR 97208

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

***Subject to revision

RECEIVED
JUL 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC-OPERATING ENGINEERS EMPLOYER TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNTS PER CERTIFIED PAYROLL RECORDS

Gary Zellner dba Zellner Excavating #99501

Project: OSHD #9534 East Portland Freeway to SE
122nd Ave Clackamas County, Oregon

		May	R/Chg	Jun.	Jul.	Aug.	Sept.	Total
40-82-3041	Belleque, Kent	28.0		9.0	5.0			42.0
40-58-7387	Cray, Tom	37.0		64.0				101.0
44-66-9062	Schott, Rolen	20.0						20.0
41-68-2046	Jones, Warren			46.5				46.5
57-34-7485	Fraser, Jack						18.0	18.0
40-18-4806	Graham, Chester						158.5	158.5
89-50-4512	Kerchemwitz, R						105.0	105.0
otal Def. Hours		85.0		119.5	5.0		281.5	491.0
ontributions								
& W	@$1.58	$ 134.30	($1.78)	$ 212.71	$ 8.90		$ 501.07	$ 856.98
ension	@ 1.47	124.95	(1.47)	175.67	7.35		413.81	721.78
raining	@ .10	8.50	(.10)	11.95	.50		28.15	49.10
IAF	@ .07	4.25	(.07)	8.37	.35		19.71	32.68
acation	@ 1.00	85.00	(1.00)	119.50	5.00		281.50	491.00
Sub Total		$ 357.00		$ 528.20	$ 22.10		$ 1,244.24	$ 2,151.54
iquidated Damages		40.28		56.99	7.18		127.46	231.91
**Interest		45.89		62.40	2.42		110.25	220.96
Total		$ 443.17		$ 647.59	$ 31.70		$ 1,481.95	$ 2,604.41

*(Interest computed at 12% per annum from date of delinquency to July 20, 1984).

9534

July 30, 1984

COR.

Fabricators, Inc.
2705 Lancaster Drive, NE
Salem, Oregon 97305

Time Extension Request
E. Portland Freeway-SE 122nd Ave.
Contract No. 9534
FAP No. IX-74(80)

Your request for additional contract time and additional railroad protective time in which to complete the above project has been carefully considered. You requested additional contract time and additional railroad protective time due to extra and additional work performed under Price Agreements and Orders for Extra work. A review of project records indicates that a contract time adjustment of 75 calendar days is warrented due to the performance of extra and additional work, and that the allowed railroad protective time should be increased by 26 days.

These adjustments are granted. The adjusted contract time for completion of this project is 450 calendar days and the adjusted railroad protective time allowed is 206 days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Dave Willhite w/att.
FHWA w/att.
Bruce Walton (Note the R.R. time increase.)

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 13, 1984

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: EAST PORTLAND FREEWAY-SE 122nd AVENUE
Highway 212
Contract No. 9534

Attached is a time extension request from Fabricators, Inc., in which they are asking for a 134 day time extension, and for complete relief of railroad protection charges that have been charged to them.

The contract has overrun the 375 calendar days by 75 days, and he has been charged 46 days over the 180 days set up in the contract for railroad protective services.

Dave's letter outlines his analysis and recap of the events surrounding the railroad time and the contract time.

I concur in his recommendation to return the $2,300 we have charged the contractor for excess railroad charges, and that we grant 75 days to the contractor due to the extra work items mentioned in Dave's letter.

7-25-84

W.B. Schwartz –
I concur with Region and Project Manager and recommend a time extension of 75 C.D. due to work performed under Price Agreements and Orders for Extra Work. I also recommend that the R.R. protective time be increased from 180 days to 206 days, due to Extra work performed.

B. Jackmond

MC/gw
Attachment
cc Dave Willhite

RECEIVED
JUL 16 1984
CONSTRUCTION SECTION

CE ___ CAE ___ LS ___ TC ___
COE ___ CM ___ SA ___ CC ___
CA ___ FE ___
CAM ___ MA ___
CP ___ OCS ___
CEQ ___ FILE ___

CL84-138

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
27 '84

July 25, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
9534

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Pacific Rock Products Inc.
7800 NE Killingsworth
Portland, OR 97218

Attention: Jerry W. Cox
General Manager

Gentlemen or Ladies:

This will acknowledge your letters of July 3 and 12, with attachment, filing a claim against the following Highway Division contract:

FILED BY:	Pacific Rock Products, Inc.
AMOUNT:	$8,137.20
FOR:	Labor and materials
AGAINST (Prime contractor)	Fabricators, Incorporated
CONTRACT NO.:	9534
PROJECT:	East Portland Freeway-SE 122nd Avenue Section, Clackamas Highway, Clackamas County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

SIGNED
BERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED
8-1-84 kjm

FKR:kjm

cc: Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

Fabricators, Incorporated
2705 Lancaster Dr., NE
Salem, OR 97305

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PACIFIC ROCK PRODUCTS INC.
12[illegible] S.E. Cap[illegible] • Clackamas, OR [illegible] • (50[illegible]) [illegible]

February 7, 1984

Fabricators Inc.
2705 Lancaster
Salem, Oregon 97305

RE: Job # 63

CONTRACT: # 9534

ESTIMATE: # 13 Dated 1/23/84
Highway 212 Clackamas

Gentlemen:

I think it would be advisable to meet and discuss the final charges on the above project. Obviously we have different opinions and we want to resolve and settle as soon as possible.

The following is a recap, as my records show, for the total job:

1.	TOTAL SHOULDER ROCK	4239.52 X 3.75	$15,898.20
2.	TOTAL CTB ROCK	29,495 X 3.50	$103,232.50
3.	EQUIPMENT RENT		$444.00
		TOTAL:	$119,574.70
		PREVIOUSLY PAID:	$111,387.50
		BALANCE OWED :	$8187.20

RECEIVED
JUL 06 1984

PACIFIC ROCK PRODUCTS INC.

[illegible] • • Clackamas, OR 97015 • • (503) 657-1355

(2)

As your estimate is constructed you are:

1. Short on shoulder rock:

(4239.50 - 4007.04)

232.48 Tons x 3.75/Ton	$871.80

2. Deducting weight for 6.11% water and 5% cement for a total of 11.11% against our total rock hauled of 29495 tons for 3276.89 tons @ 3.50

$11,469.12

You are the first contractor to deduct cement and water from total weight. We quoted "3.75/Ton of mix across our scales", not net rock weight.

We deducted 25¢/Ton for power which you furnished. This amounts to $7373.79, far in excess of what just power cost. In addition we furnished.

1. Water and power for water pumping.
2. Costly city water and hardware due to a double set-up necessitated by Fabricators scheduling. This inspite of Cascade also mixing CTB simultaneously.
3. Storage for all Fabricators equipment during and after our portion of the project was completed.

PACIFIC ROCK PRODUCTS INC.
12000 S.E. Capps •• Clackamas, OR 97015 •• (503) 657-1355

4. Storage for Hopsing -- before during and after the project was completed.

5. Worked hours in violation of our operating permit including Saturdays to accomodate Fabricators.

We feel it unjustifiable that we be treated in such a fashion after the cooperation we have shown your firm.

I would like an audience with the senior Mr. Houch.

Sincerely,

PACIFIC ROCK PRODUCTS

Jerry Cox
GENERAL MANAGER

JC/ds

RECEIVED
[illegible]
COMMISSION [illegible] SERVICES

F

DATE: March 1, 1984

TO: Oregon Transportation Commission COM

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
East Portland Fwy.-SE 122nd Ave. Section
Clackamas Highway, Cl[redacted] County
Contract No. 9534

This Interstate Transfer project was recently completed and it now appears that the final cost will exceed the project authorization by $173,300 or 7.7 percent.

A shift of track alignment by Southern Pacific Transportation Co. was required in order to provide construction clearance at bents two and three of the overcrossing structure. At the same time it was necessary to adjust and protect railroad signal and communication lines. This work by the railroad was anticipated in the project authorization, but cost of the work exceeded the amount provided by approximately $7,500. This work also necessitated construction of a retaining wall adjacent to the railroad which was not included in the contract plans. Addition of this item increased the project cost by approximately $36,400.

A portion of the original roadway surface had been constructed upon an inadequate foundation. The area had initially been a widened shoulder but shifting of the alignment had resulted in its location in a wheel track. The pavement subsequently broke up due to failure of the foundation and it was necessary to subexcavate the weak areas and backfill with cement treated base material before construction of the wearing course of pavement. This work added approximately $32,500 to the cost of the project.

The balance of the overrun is attributable to increased construction engineering costs which were incurred in handling the increased work. The unusually wet summer and subsequent delays in the construction work caused the engineering costs to overrun by 38 percent.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $173,300 to a new total of $2,420,125.21. This matter will be on the consent calendar for the March 20 meeting.

HWP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 27, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O.K. - W.E.S.

SUBJECT: Request for Increase in Project Authorization
East Portland Fwy.-SE 122nd Ave. Section
Clackamas Highway, Clackamas County
Contract No. 9534

This Interstate Transfer project was recently completed and it now appears that the final cost will exceed the project authorization by $173,300.00 or 7.7 percent.

A shift of track alignment by Southern Pacific Transportation Co. was required in order to provide construction clearance at bents 2 and 3 of the overcrossing structure. At the same time it was necessary to adjust and protect railroad signal and communication lines. This work by the railroad was anticipated in the project authorization, but cost of the work exceeded the amount provided by approximately $76,000. This work also necessitated construction of a retaining wall adjacent to the railroad which was not included in the contract plans. Addition of this item increased the project cost by approximately $36,400.

A portion of the original roadway surface had been constructed upon an inadequate foundation. The area had initially been a widened shoulder but shifting of the alignment had resulted in its location in a wheel track. The pavement subsequently broke up due to failure of the foundation and it was necessary to subexcavate the weak areas and backfill with cement treated base material before construction of the wearing course of pavement. This work added approximately $32,600 to the cost of the project.

The balance of the overrun is attributable to increased construction engineering costs which were incurred in handling the increased work. The unusually wet summer and subsequent delays in the construction work caused the engineering costs to overrun by 88 percent.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $173,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
D. W. Willhite
B. M. Walton
W. F. Cobine

81-123-1387

9534

F

February 15, 1984

Collins SeaPort Petroleum
P. O. Box 17171
Portland, OR 97217

CON 5
#9534

Attention: Brenda S. Glenn
Vice President

Gentlemen or Ladies:

In response to your letter of February 2, we would suggest that if you have still not received payment concerning your claim against Zellner Excavating that you contact the surety and agent.

Their names, addresses and phone numbers follow:

Surety: Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204
Phone: 222-6811

Agent: Rollins Burdick Hunter
200 Market Building, Suite 350
Portland, OR 97201
Phone: 224-9700

This is in connection with Contract No. 9534 with Fabricators, Incorporated for work on the East Portland Freeway-S. E. 122nd Avenue Project.

We hope that this information will be of help to you.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dc

COLLINS
SeaPort Petroleum
6814 N.E. 42nd Ave. • POST OFFICE BOX 17171 • PORTLAND, OR 97217 • (503) 249-2975

February 2, 1984

Department Of Transportation
Transportation Building
Salem, Oregon 97310

Att: Robert W. Gormsen
COMMISSION SERVICES

Dear Mr. Gormsen,

This is just a not to keep you informed of our claim against Zellner Excavating - Subcontractor and Fabricators, Inc. Prime Contractor.

Per their request we mailed them back up paperwork to prove the claim we have against Zellner Excavating.

We did receive a letter from Zellner Excavating indicating they would mail us a payment at the end of January and would continue to make monthly payments to us. (copy of letter enclosed) We did not receive this payment and to this date we have had no further contact with this company.

Sincerly,
Collins SeaPort Petroleum

Brenda S. Glenn

Brenda S. Glenn
Vice President

BSG/jes

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FEB 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DIESEL • GASOLINE • LUBRICANTS

COLLINS
SeaPort Petroleum
6814 N.E. 42nd Ave. • POST OFFICE BOX 17171 • PORTLAND, OR 97217 • (503) 249-2975

February 2, 1984

Fabricators, Inc.
2705 Lancaster Drive N.E.
Salem, Oregon 97305

Dear Sir,

Per your request in January, we mailed you copies of our claim against Zellner Excavating. We have not heard anything back from you at this date.

To keep you informed, Zellner Excavating has not to this date paid us for the claim in any part. We did receive a letter which you were mailed a copy of already indicating their intent to pay us a monthly payment every month starting the end of January. To this date we have received no payment from them.

Sincerly,
Collins SeaPort Petroleum

Brenda S. Glenn
Vice-President

BSG/jes

cc: Department Of Transportation - State Of Oregon
Robert W. Gormsen

RECEIVED
FEB 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 13, 1984

IN REPLY REFER TO
FILE NO.
CON 5
#9534

Collins SeaPort Petroleum
PO Box 17171
Portland, OR 97217

Attention: Brenda S. Glenn
Vice President

Gentlemen or Ladies:

This will acknowledge your letter of December 28, 1983, with attachments, filing a claim against the following Highway Division contract:

FILED BY:	Collins SeaPort Petroleum
AMOUNT:	$1,578.95
FOR:	Material
AGAINST (Prime contractor)	Fabricators, Incorporated
SUBCONTRACTOR:	Zellner Excavation
CONTRACT NO.:	9534
PROJECT:	East Portland Freeway-S.E. 122nd Avenue, Clackamas Highway, Clackamas County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

Fabricators, Incorporated
2705 Lancaster Dr., NE
Salem, OR 97305

Zellner Excavating
P.O. Box 17335
Salem, Or. 97305

Collins Oil Co.
P.O. Box 17171
Portland, Or. 97217

January 4, 1984

Re: Acct. #458

Dear Sirs,

We are presently having problems collecting monies due us. We will be sending a monthly payment to you every month, starting the end of January, until the balance is paid. Thank you for your patience.

Respectfully yours,

Gary Zellner

Gary Zellner

RECEIVED
FEB 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-14

9534

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 17 1984
NORMA PAULUS
SECRETARY OF STATE

January 13, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9534

Collins SeaPort Petroleum
PO Box 17171
Portland, OR 97217

Attention: Brenda S. Glenn
Vice President

Gentlemen or Ladies:

This will acknowledge your letter of December 28, 1983, with attachments, filing a claim against the following Highway Division contract:

FILED BY:	Collins SeaPort Petroleum
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FOR:	Material
AGAINST (Prime contractor)	Fabricators, Incorporated
SUBCONTRACTOR:	Zellner Excavation
CONTRACT NO.:	9534
PROJECT:	East Portland Freeway-S.E. 122nd Avenue, Clackamas Highway, Clackamas County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

1-18-84

cc: Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

Fabricators, Incorporated
2705 Lancaster Dr., NE
Salem, OR 97305

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

COLLINS
SeaPort Petroleum
6814 N.E. 42nd Ave. • POST OFFICE BOX 17171 • PORTLAND, OR 97217 • (503) 249-2975

December 28, 1983

2nd copy mailed

Highway Commission Services
Att: Bob Gormsen
121 Transportation Building
Salem, Oregon 97310

Dear Sir,

On May 25, 1983 we were contacted by Zellner Excavation 5388 Joan Road N. P.O. Box 17335, Salem, Oregon, to supply them with diesel fuel #2 and a thousand gallon diesel tank with engine and pump for fueling their equipment. The project they were working on was a State highway project called East Portland Freeway - S.E. 122nd State Contract #9534. Zellner Excavation was a subcontrator the main or general contractor was Fabricators, Inc.

Then 1,000 gallon diesel fuel tank and 1,000 gallons of diesel fuel #2 were delivered on May 26, 1983(see attached Invoice # 6497, # 4715 and Indeminity Agreement). We received payment for this delivery on June 28, 1983.

On July 6, 1983, Zellner Excavation called for another delivery of fuel. We again filled the tank (see invoice #4792). On September 16, 1983 we went out and removed our tank from the site as we had loaned it to this company with no charges for its use. There was fuel in the tank approximately 200 gallons which we pumped into barrels for Zellner Excavation and left these drums at the site for their use. We billed Zellner excavation for two drums (see invoice #6960). At the time we picked up our tank from the site it was missing the Briggs & Stratton 3hp engine and the Marlow pump (see Indeminity Agreement) which was on the tank at the time we delivered it to them for their use. The replacement cost on these lost items is $555.90 which we have not billed Zellner Excavation but we would like to have this reimbursed to us. We loaned these items to Zellner Excavation to use at no charges to them and in good faith they would take care of them and return our equipment to us in good working order. This has not been the case.

We have called many times to Mr. Gary Zellner and his bookkeeper for payment but our calls have not been returned and we to this date have not received payment from them. On their statement from us dated October 31, 1983, we request payment or we would have to file a small claims against them. On November 29, 1983 after still not hearing from this company we filed the small claims. The Sheriff of Marion County has now notified us they are unable to serve Gary Zellner with the small claims papers as they are unable to locate him at his addresses. As of this date Zellner Excavation owes

DIESEL • GASOLINE • LUBRICANTS

our firm $971.25 plus small claims filing fees $36.80 and the Sheriff of Marion County fees $15.00. This equals $1,023.05 plus the cost of the engine and pump $555.90 for a total loss to us of $1,578.95

We have been advised to write to your department and inform you of the loss we have taken by servicing this account when they were working on a state highway project. We would like to have this bill resolved but most of all we would like to see that they are not allowed to do this to any other fuel distributor who would be forced to take a loss on selling them fuel and providing them with equipment required to do a state project.

If you require any other information or would like to discuss this with us further please contact us at (503) 249-2975

Sincerly,
Collins SeaPort Petroleum

Brenda S. Glenn

Brenda S. Glenn
Vice-President

BSG/jes

2nd
copy
mailed

RECEIVED
JAN 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PETROLEUM PRODUCTS

COLLINS OIL CO.
P.O. BOX 17171 · PORTLAND, OREGON 97217
OFFICES: 6614 N.E. 42ND, PORTLAND, OREGON 97218
TELEPHONE: (503) 249-2975

TEXACO

06497 ✓ ✓

DATE MAY 26 19 83

SOLD TO ZELLNER EXCAVATING #400 - /58

ADDRESS 2111 FRONT N.E. #101E
SALEM, OREGON 97303

DELIVERED TO I-205 & Hwy 212 ROLAND SCHOTT

TERMS:

DUE: JUNE 10, 1983 IN FULL

ACCOUNTS ARE DUE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY DATE.

NO. OF PKGS.	SIZE-KIND OR BULK	CONTRACT NUMBER / PURCHASE ORDER NO.	QUANTITY	UNIT	PRICE	AMOUNT
		Ethyl Gasoline Flammable Liquid Octane is certified to be:		GALS.		
		Lead Free Gasoline Flammable Liquid Octane is certified to be:		GALS.		
		Regular Gasoline Flammable Liquid Octane is certified to be:		GALS.		
	BULK	Diesel Combustible Liquid	1,000	GALS.	.8950	895.00
		Federal Tax				
		Oregon State Tax				
		Mult. County Tax				
		Wash. County Tax				
		Washington State Tax				
		Washington Use Tax				

A FINANCE CHARGE OF 1½% PER MONTH WHICH IS AN ANNUAL RATE OF 18% WILL BE CHARGED TO PAST DUE ACCOUNTS

METER READING

REC'D. BY Tim Clay

TRUCK NO.

IF CASH SALE WRITE "PAID" (WITH INITIALS)

DEL'D. BY

GALLONS OF TAXABLE MOTOR VEHICLE FUEL DELIVERED (WRITE IN WORDS)

TOTAL 895.00

Thank You

PETROLEUM PRODUCTS

COLLINS OIL CO.

P.O. BOX [illegible] • PORTLAND, OREGON [illegible]
OFFICES: [illegible] N.E. 42ND, PORTLAND, OREGON [illegible]

TEXACO B 4715

DATE May 26 19 83

SOLD TO ZELLNER EXCAVATING

ADDRESS 2111 Front N.E. #101B

Salem, Oregon 97303

DELIVERED TO I-205 & Hwy 212 ROLAND SCHOTT

TERMS: NET CASH - NO DISCOUNT

ACCOUNTS ARE DUE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY DATE.

NO. OF PKGS.	SIZE OR BULK	WEIGHT	PRODUCT	QUANTITY	UNIT	PRICE	AMOUNT

On loan by Collins Oil Co. hereafter sometimes referred to as "First Party" to Zellner Excavating hereafter sometimes referred to as "Second Party". (Refer to indemnity agreement signed this date for further part of this agreement).

#10002 ONE 1 1100 gal. storage tank complete with Briggs & Stratton 3 HP engine and direct couple Marlow Pump complete with hose & nozzle with one tank trailer with 900 X 20 tires.

TANK is to be used for working storage of Diesel Fuel #2 to be furnished exclusively by first party. The second party agrees to return this tank to the first party at 6814 N.E. 42nd Ave., Portland, Oregon at the end of diesel requirements from COLLINS OIL CO. in the same good condition as when received. Should this tank become lost or damaged the second party agrees to replace this tank with one of equal quality as when received, all transportation charges of said tank are to be at the expense of the second party.

PAST DUE ACCOUNTS

BARRELS DELIVERED RETURNED ( )

REC'D. BY

TRUCK NO.

DEL'D BY

"CASH SALE WHEN PAID" (WITH INITIALS)

AMOUNT OF BARREL DEPOSIT CHARGED OR (CREDIT)

FEDERAL LUB. TAX

TOTAL N/C

☐ FLAMMABLE LIQUID ☐ COMBUSTIBLE

Thank You

IDEMNITY AGREEMENT

This agreement by and between COLLINS OIL CO., an Oregon corporation engaged in the business of selling petroleum products, hereinafter sometimes referred to as "first party", and ZELLNER EXCAVATING engaged in the business of ______________ with the address of 2111 Front N.E. #101B, Salem, Oregon 97303 hereinafter sometimes referred to as "second party", WITNESSETH:

WHEREAS first party has entered into an agreement with second party, whereby first party is to furnish to second party a storage tank or storage tanks singular or plural, for the storage of miscellaneous industrial oils at no cost to second party, exclusively for storage of oils purchaced from first party.

WHEREAS it is the intention of the parties hereto that second party hold first party harmless from any liability on account of damage resulting from the use of said tank or tanks.

WHEREAS first party has, as part of said agreement the right to request return of said tank or tanks in good condition as when furnished, (reasonable wear and tear accepted) to first party. If said tanks are not being used by second party [illegible] profitable business investment to first party as determined by first party and or in a safe or satisfactory manner as determined by first party.

WHEREAS first party has as part of said agreement the right to recover the tank or tanks from second party by giving 10 day written notice to second party at said address shown in this agreement.

NOW THEREFORE, in consideration of the furnishing of said tank or tanks and other good and valuable consideration, second party hereby agrees to and shall indemnify first party from and against any and all losses. liabilities, damages and claims which shall arise or grow out of any injury to, or death of, persons or injury or damage to property, including but not limited to spills, leaks, vandalism, fires, explosions, mixes, contaminations and any and all other injuries and losses caused by or resulting from the use or condition of said premises, tanks, pumps, equipment and any and all other facilities used in connection with the sale and storage of said petroleum products, or from the sale, storage or delivery of said products on said premises, whether due to any imperfections in said equipment, fault in the installation thereof, or negligence on the part of any agent or other person or persons; and second party agrees to defend and indemnify first party and save it harmless from any claim against first party as aforesaid.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 26th day of May, 1983

First Party
COLLINS OIL CO.

By:

Second Party

By: ______________________

WITNESS:

Kathleen F. Thomas

Title Sec. Treasurer

EQUIPMENT LIST

One (1) 1100 gallon storage tank #100002

Complete with Briggs & Stratton 3 HP engine and direct couple Marlow Pump

Complete with hose & nozzle

One (1) tank trailer with 900 x 20 tires

(Home - Gary Zelner)

[illegible] 362-9593

→ Home 371-7363 -

TEXACO
PETROLEUM PRODUCTS

COLLINS OIL CO.

P.O. BOX 17171 • PORTLAND, OREGON [illegible]
OFFICES: [illegible] N.E. [illegible], PORTLAND, OREGON [illegible]

TEXACO B 4792

DATE July 6 19 83

4/58

SOLD TO Zellner Excavating

ADDRESS 2111 Front N.E. #101B

Salem, Oregon 97303

TERMS: NET CASH - NO DISCOUNT

ACCOUNTS ARE DUE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY DATE

DELIVERED TO [illegible]land Job Site

NO. OF PKGS.	SIZE OR BULK	WEIGHT	PRODUCT	QUANTITY	UNIT	PRICE	AMOUNT
			Diesel Fuel No.2	1000	gal	~~x79~~	~~x790.00~~
						89	890.00

A FINANCE CHARGE OF 1½% PER MONTH WHICH IS AN ANNUAL RATE OF 18% WILL BE CHARGED TO PAST DUE ACCOUNTS.

BARRELS
DELIVERED RETURNED ( )

AMOUNT OF BARREL DEPOSIT CHARGED OR (CREDIT)

REC'D. BY

DEL'D BY Rod

TRUCK NO. 4

IF CASH SALE WRITE "PAID" (WITH INITIALS).

FEDERAL LUB. TAX $

TOTAL ~~x790.00~~

890.00

Thank You

☐ FLAMMABLE LIQUID ☐ COMBUSTIBLE

(Home – Glen Zellner)

TEXACO PETROLEUM PRODUCTS

COLLINS OIL CO.

[illegible]

TEXACO B 6960

DATE Sept. 16 19 83

SOLD TO Zellner Excavating

ADDRESS 2111 Front N.E. #101B

Salem, Oregon 97303

TERMS: NET CASH - NO DISCOUNTS

ACCOUNTS ARE DUE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY DATE

DELIVERED TO

NO. OF PKGS.	SIZE OF PKGS.	WEIGHT	PRODUCT	QUANTITY	UNIT	PRICE	AMOUNT
			Transfered diesel fual no. 2 from our tank to drums				
			3 Drums @ no charge				
			2 Drums @ 20.00 each				40.00
			NEU-00089				

A FINANCE CHARGE OF 1½% PER MONTH WHICH IS AN ANNUAL RATE OF 18% WILL BE CHARGED TO PAST DUE ACCOUNTS

		BARRELS DELIVERED RETURNED ( )	AMOUNT OF BARREL DEPOSIT CHARGED OR (CREDIT)
REC'D. BY	TRUCK NO.	IF CASH SALE WRITE "PAID" (WITH INITIALS)	FEDERAL LUB. TAX @
DEL'D BY			TOTAL 40.00

☐ FLAMMABLE LIQUID ☐ COMBUSTIBLE

Thank You

COLLINS

COLLINS OIL CO.

6814 N.E. 42nd AVENUE
P.O. BOX 17171
PORTLAND, OR 97217

PHONE: 249-2975

STATEMENT

ACCT. NO.	CLOSING DATE
458	10-31-83

ZELLNER EXCAVATING
2111 FRONT N.E. #101B
SALEM, OREGON 97303

$ ____________ ◀ AMOUNT REMITTED

A finance charge of 1½% PER MONTH which is an ANNUAL PERCENTAGE RATE of 18% on past due balances.

PAYMENT DUE NOVEMBER 10, 1983

PLEASE DETACH AND RETURN THIS PORTION WITH YOUR PAYMENT

DATE	INVOICE NO.	DESCRIPTION	CHARGES	PAYMENTS	BALANCE
		BALANCE FORWARD			956.90
10-31-83	1	FINANCE CHARGE	14.35		971.25

11/15/83 Mr. Gary Zellner: We have had several conversations with you and with your bookkeeper about this amount owing to us. Each time you and she have indicate this bill will be paid but it is now six months old and we still have not received payment from you. If we have not received payment from you for this bill in full by November 28, 1983 we will have to refer this bill to the courts for collection.

Sincerly,
Collins SeaPort Petroleum
Brenda S. Glenn

CURRENT	30 DAYS	60 DAYS	90 DAYS	AMOUNT DUE
14.35	53.55	13.35	890.00	971.25

WE HAVE CHANGED OUR NAME TO SEAPORT PETROLEUM AS OF OCT 1, 1983 THANK YOU

June 17, 1983

Douglas D. Holdorf CON
Rock Creek Sand & Gravel, Inc.
15675 South Highway 224
P. O. Box 567
Clackamas, OR 97015

Industrial growth along Highway 212 combined with residential growth around Damascus and throughout the southeast area have resulted in heavy congestion and traffic backups, particularly at Evelyn Street.

The section of the highway from the I-205 Interchange to SE 122nd Avenue is currently under reconstruction, and the section from SE 122nd to the Rock Creek Bridge is scheduled for reconstruction to begin this year.

This reconstruction will provide a four-lane roadway with left turn provisions and should relieve the congestion and traffic backup you are experiencing.

Reconstruction of the highway under these heavy traffic conditions creates its own problems. Any interference with traffic causes increased congestion and longer backups, yet it is impossible to reconstruct the highway without interfering with traffic.

Currently our contractor is crossing the highway at Evelyn Street. He is using flaggers to control traffic. A check of his operation showed he is stopping traffic for approximately 20 seconds at about six-minute intervals. This, combined with drivers slowing to watch the construction, is having a noticeable effect on the congestion and backup.

I recognize your concern about emergency equipment being able to access the area, and would like to add that the construction is assisting in this respect. The flaggers have been stopping the other vehicle movement and allowing them to use the oncoming lane to move through the work area.

I am sorry if the congestion is causing you problems. We are working to correct the situation and ask that you bear with us until we complete the reconstruction.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

DAW:gw st

bc H. S. Coulter
E. L. Hardt
Dave Willhite

ROCK CREEK SAND & GRAVEL INC.
15575 SOUTH HWY 224
P.O. BOX 567
CLACKAMAS, OREGON 97015
(503) 658-3138

May 26, 1983

Oregon State Department of Highways
Attention: Mr. Culter
Salem, Oregon 97304

Dear Mr. Culter,

Highway 212 - 224 from 120th to Clackamas 205 interchange has become extremely jammed up. The backed up traffic is definitely a serious hazard to anyone in need of a rescue unit or similar services.

Looking at the problem from an economic standpoint, in view of delivery services it is becoming impracfical to offer services to areas beyond the congestion.

Detouring the congestion of 212 - 224 is possible sometimes, but we've found that Sunnyside Road just east of 205 has a very similar problem. The only other route to Oregon City, Gladstone, Milwaukie, and Clackamas, is the River Highway, which has a load limit of 13 tons from Carver to Oregon City. Our weights go as high as 25 tons.

Needless to say, we, like many other businesses, need immediate action. Please contact me for further discussion and details.

Thank - you,

Douglas D. Holdorf

Doug Holdorf

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

MAY 31 '83

REFER TO
E. Hardt

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

[illegible]
6/1
[illegible]
6/10

DH:dr
cc:Clackamas County Department of Highways

171

ROAD DESIGN SECTION DES 16

Wendell L. Stanley
Acting Project Manager

March 8, 1983

Donald E. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
E. Portland Fwy.-S.E. 122nd Avenue
Clackamas Highway
Clackamas County
Contract No. 9534

Yeoman
Anderson
Adams
[illegible]
Staudenmeyer
Terpin
Trout
Wakefield

RECEIVED
MAR 10 1983
ROAD DESIGN
SECTION

Do Not File
Return to
Bring Up
Action

Attached are three sets of approved shop drawings for the Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs, and one set sent to Traffic Safety Supply Company for sign fabrication.

COT:ja

Attachments

cc C. T. Keasey
Ed Hardt
W. G. Beard

9534.

file

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: ✓ Robert Gormsen
Commission Services

DATE: January 31, 1983

FROM: Roger D. Trygstad, PE RD Trygstad
Railroad & Utility Engineer

SUBJECT: Service Contract No. 82-13
East Portland Freeway - SE122nd Ave. Sect.
Clackamas Highway
Clackamas County
Crossing No. C-759.81-A
Contract No. 9534
ODOT Agreement No. RR-1107
Project No. FAP IX-74(5)

RAILROAD COMPANIES
FILE No. 1137

Attached is the State's fully-executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation outlining the work to be done by the Railroad under the subject contract. This work includes 1) engineering inspection and flagging, 2) shifting two tracks to allow construction of overpass columns and 3) burying or protecting signal and communication lines.

RDT/llr
Attachment
cc: D. E. Wilken, FHWA - w/copy
C. T. Keasey - w/copy
V. E. Skoog - w/copy, ATTN: Pete Gonzalez
D. E. Swan - w/copy (2)
Ed Hardt - w/copy (2)
Wendall Stanley - w/copy

ROW 18-2

January 18, 1983

Mr. H. B. Berkshire
Southern Pacific Transportation
Company
One Market Street
San Francisco, CA 94105

Service Contract No. 82-13
Crossing No. C-759.81-A
Clackamas Highway Overpass
Clackamas County
ODOT Agreement No. RR-1107
SPTC File 911538/323

Dear Mr. Berkshire:

Enclosed are the duplicate counterparts of the Service Contract for the above captioned location. These documents were approved and signed by the Right of Way Manager and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in the agreement as of December 9, 1982. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to December 9, 1982, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Enclosure
cc: LeRoy Hummel, SPTC Portland - w/copy
bc: D. E. Wilken - w/copy
~~Robert Gormsen~~
C. T. Keasey
D. E. Swan -w/copy (2)
E. L. Hardt -w/copy
Rob Cameron
NOTE TO HARDT: Please have an Order for State Force Work prepared and submitted through the Construction Section. This is project FAP IX-74(5) entitled East Portland Freeway-SE 122nd Ave. Section.

9534

1-14-83

b

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-74(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71111

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/9/82

8. FEDERAL ROUTE NUMBER Primary 74

9. STATE ROUTE NUMBER Secondary 171

10. GENERAL LOCATION:
East Portland Freeway - SE 122nd Avenue

11. GENERAL DESCRIPTION OF WORK
Railroad work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 1/14/82 letter you are authorized to proceed with the work covered by the Agreement with the Southern Pacific Transportation Company approved by the Highway Division on 12/9/82 at a total estimated cost of $104,975 Federal Funds $89,228.

Federal aid funds will not participate in any time extensions to the contract that would be caused by the above approval.

RECEIVED
STATE HWY ENGR
JAN 18 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
1/18

14. DATE 1/14/83

15. SIGNATURE OF APPROVING OFFICIAL G K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9534

September 8, 1982

Mr. Conrad Kristensen
Clackamas Fire District No. 71
15625 S.E. 90th Avenue
Clackamas, Oregon 97015

Dear Mr. Kristensen:

On August 26, 1982, we received a satisfactory bid from Fabricators, Incorporated, 2705 Lancaster Dr. NE, Salem, Oregon 97303, for the East Portland Freeway-S.E. 122nd Avenue Section of the Clackamas Highway. Included in this project is the installation of emergency vehicle pre-emption devices on the Clackamas Highway at Evelyn Street/102nd Avenue and the Fred Meyer Access.

As described in our Misc. Contract & Agreement No. 7625, Clackamas Fire District No. 71 shall pay the required matching funds for the pre-emption system:

Bid Item #69, "Fire Pre-Emption System, Complete"	$5,000.00
Less: Federal funds (85%)	4,250.00
DISTRICT SHARE & ADVANCE DEPOSIT	$ 750.00

Please submit your advance deposit in the amount of $750.00. Make your check payable to the Oregon State Highway Division, and send it to Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

$750 check rec'd 9-22-82 per Clarence H. Acctg.

KEH:pf

bcc w/AD # 82-74: Jon Rose, Metro Region
Vern Skoog - Please return completed AD # 82-74 when advance deposit is received.

9534

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILE September 1, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 26, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 26, 1982 on the following projects:

1. Beltline Highway at Green Hill Road
   Beltline Highway, Lane County
   Traffic Signals

   Pedestrian signals will be installed under this contact.

2. Cottage Grove Conn. @ Gateway Blvd.
   Pacific Highway, Lane County
   Traffic Signals

   Pedestrian signals and curb cuts will be installed and four-foot shoulders are available for pedestrian and bicycle use.

3. Pacific Highway E. @ N. Marine Drive
   Pacific Highway E., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

4. Pacific Highway W. @ N. Killingsworth Street
   Pacific Highway W., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

5. Celilo Rock Production
   Columbia River Highway, Wasco County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Boeckman Creek Bridge
   Wilsonville Road, Clackamas County
   Grading and Paving

   Roadway width varies from 26 to 64 feet with left and right turn lanes. Future five-foot sidewalk and ten-foot bikepath planned for this project.

7. E. Portland Freeway-SE 122nd Avenue
   Clackamas Highway, Clackamas County
   Grading, Paving and Structure

   Seven- to eight-foot shoulders and five- to eight-foot sidewalks provided for bicycle and pedestrian traffic.

8. Sisters Truck Scale
   McKenzie-Bend Highway, Deschutes County
   Paving

   Same as No. 5.

9. 2nd Street-3rd Street Interchange (Springfield)
   Eugene-Springfield Highway, Lane County
   Grading, Paving and Traffic Signals
   Interchange Improvement

   Sidewalks, curb cuts and pedestrian signals to be constructed on this project.

10. NE 181st Avenue Interchange (Eastbound Off-Ramp)
    Columbia River Highway, Multnomah County
    Grading and Paving
    Interchange Improvement

    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

11. SW Main Avenue-SW Alice Lane (Beaverton)
    SW Allen Blvd., Washington County
    Grading, Paving and Signals

    Four- to seven-foot sidewalk with curb cuts will be constructed for bicycle and pedestrian use. Pedestrian signals will also be installed.

HSC:RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell
   D. A. Ridings

95341

ROW 18-2

August 24, 1982

Mr. H. B. Berkshire
Southern Pacific Transportation
Company
One Market Street
San Francisco, CA 94105

Permit of Entry
East Portland Freeway - SE 122nd
Avenue Section
Clackamas Highway
Clackamas County
ROW 51332
Project No. FAP IX-74(5)
SPTC 911538/323
ODOT Agreement No. RR-1107

RAILROAD COMPANIES
FILE No. 1107

Dear Mr. Berkshire:

Thank you for the advance Permit of Entry which you sent us relating to the subject project. It has been signed by our Right of Way Manager on behalf of the Department of Transportation and SPTC's copy is returned herewith.

Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachment
cc: LeRoy Hummel, SPTC Portland
bc: (Robert Gormsen - w/copy
E. L. Hardt - copy
R. R. Cameron - copy
J. B. Boyd - copy

[illegible]

9534

171

DES 16

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: R. R. Cameron
Project Manager

DATE: August 19, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: [redacted]
Clackamas Highway
Clackamas County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9211-00	Clackamas Hwy. Mainline	Centerline	Profile Grade
9211-01	Clackamas Hwy. Mainline	Centerline	Subgrade
9211-02	Clackamas Hwy. Mainline	Centerline	Profile Grade
9211-03	Clackamas Hwy. Mainline	Centerline	Subgrade
9211-04	Vista Avenue	Centerline	Profile Grade
9211-05	Vista Avenue	Centerline	Subgrade
9211-06	"EV" Line	Centerline	Profile Grade
9211-07	"EV" Line	Centerline	Subgrade

Rob- Please give me a call when you've looked these over.

Jim.

Attachments

cc: Jim Grassman W/Att.

Contains Recycled Material

1534

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: July 22, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1325
Crossing No. C-759.8-A

Attached is a copy of Order No. 82-487 issued by the Public Utility Commissioner on July 2, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2) - Please give copy to Proj. Manager
M. Payne
J. L. Sollis
W. J. Hart

RECEIVED
STATE HWY ENGR
JUL 23 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File

ORDER NO. 82-487

ENTERED July 2, 1982

PUC CROSSING NO. C-759.8-A
DOT CROSSING NO. 759 774 Y

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1325

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter a separated crossing of Clackamas Highway and Southern Pacific Transportation Company, Main Line, near Clackamas, Clackamas County, Oregon.	ORDER

On March 16, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing overcrossing of the Clackamas Highway (OSH 212-214), a highway under its jurisdiction, and the main track, passing track, two storage tracks, an industrial spur track and right-of-way of Southern Pacific Transportation Company, Main Line, near Clackamas, Clackamas County, Oregon.

Copies of the application were duly served upon Southern Pacific Transportation Company, Clackamas County, and applicant. No objection by any party has been made to the granting of the application.

Various parties made comments and recommendations on the application as follows: PUC staff by letter dated March 22, 1982. Southern Pacific Transportation Company by letter dated April 1, 1982, objected to the application. It removed its objection by letter dated June 18, 1982. Applicant provided clarification to the application by letter dated April 28, 1982.

The existing overcrossing structure was authorized by Commissioner's Order No. 33657 (Docket F-2429), entered March 15, 1955.

Applicant proposes to alter the overcrossing to a total width of 76 feet 3 inches. The roadway will accommodate four travel lanes, two in each direction, from the two existing travel lanes.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. Authority to alter the overcrossing as requested herein is hereby granted.

2. Applicant shall:

    a. Alter the existing overcrossing in accordance with Oregon Department of Transportation Drawing No. 36763, dated February 17, 1982, and bear all the cost thereof;

    b. Coordinate all temporary impairments of standard railroad clearances with Southern Pacific Transportation Company at least 48 hours in advance of creating any such impairments;

    c. Maintain the overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

    d. Maintain all highway appurtenences to the overcrossing structure, and bear all the cost thereof;

    e. Bear all cost of damage to the overcrossing structure caused by motor vehicle traffic on the highway; and

    f. Notify the Commissioner upon completion of the project.

3. Southern Pacific Transportation Company shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the overcrossing structure, and bear all the cost thereof.

Upon completion of alterations to the overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of, those required by the Commissioner. While the structure is being altered, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective 7/2/82.

JOHN J. LOBDELL
Public Utility Commissioner

1524

STATE OF OREGON

INTEROFFICE MEMO

DES 23
7867A

DATE: June 7, 1982

TO: Roger Trygstad
Railroad and Utilities Engineer

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace, P.E.
Assistant Bridge Engineer

SUBJECT:

Clackamas O'xing of SPRR
Clackamas Highway
Clackamas County
Bridge 7867A
Re: Southern Pacific Trans. Co. letter of May 17, 1982

NOTED
E. S. HUNTER

We have revised the location of Bent 3 subsequent to the PUC application and centered the bent between Tracks #3 and #4. This gives 8'-9"± from face of column to centerline of track for both Tracks #3 and #4 and will not require Track #3 to be relocated. The contractor will be required to furnish details of shoring for railroad approval at Bents 2 and 3 and cantilever walkways with handrails over footing excavation at Bent 3.

Enclosed are five prints of Drawing 37160, plan and elevation showing revised column clearances.

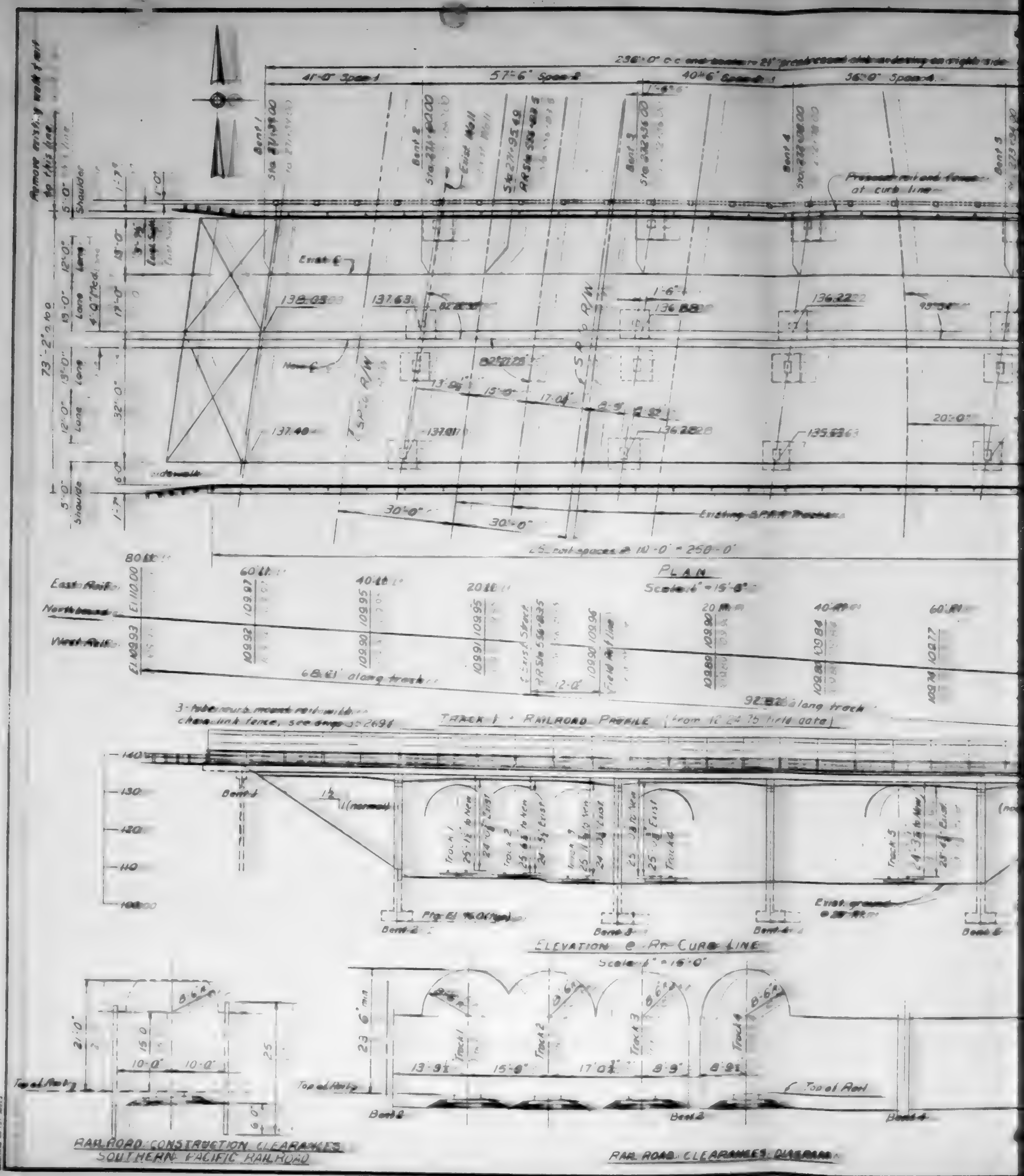
TGT:smd

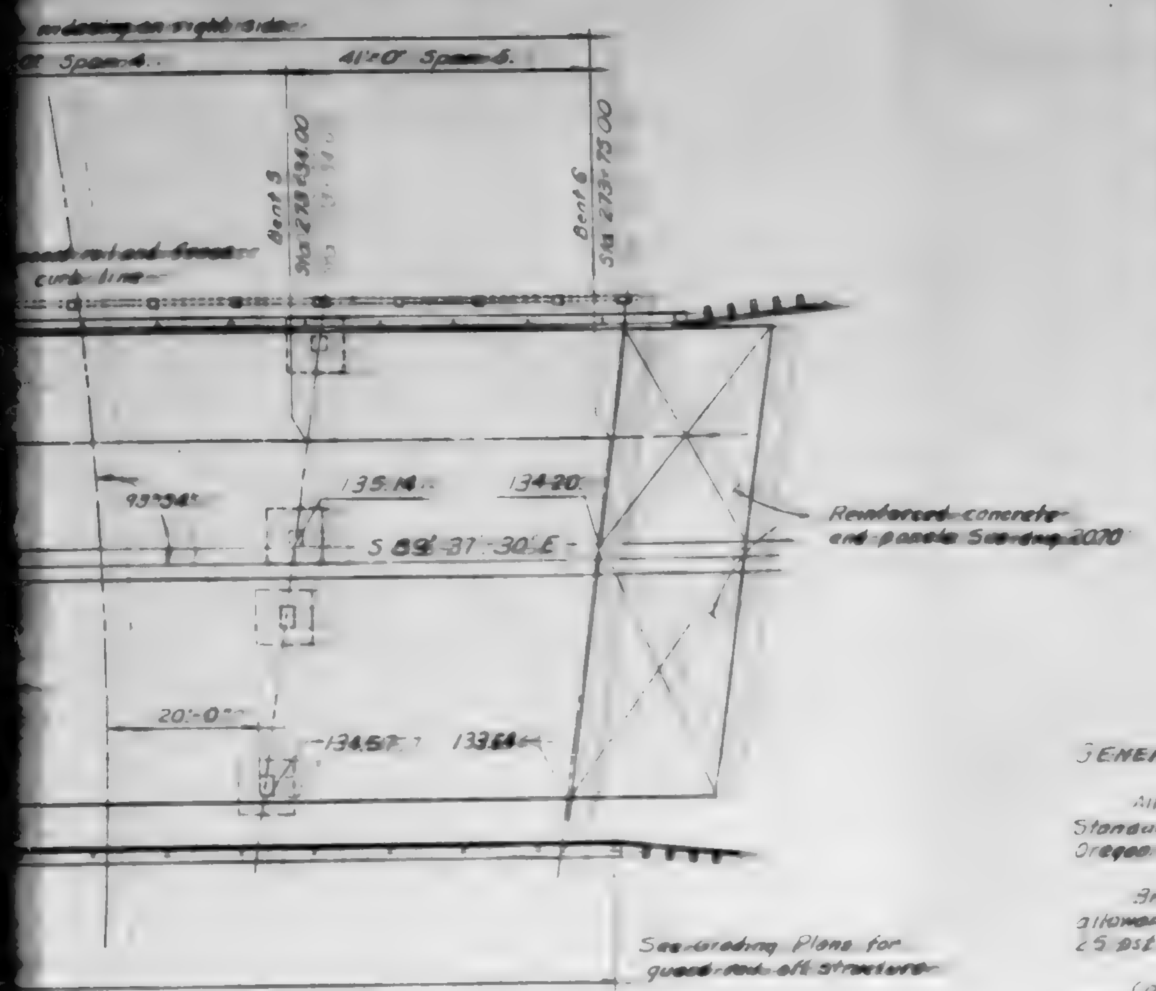
~~cc E. S. Hunter~~
E. L. Hardt

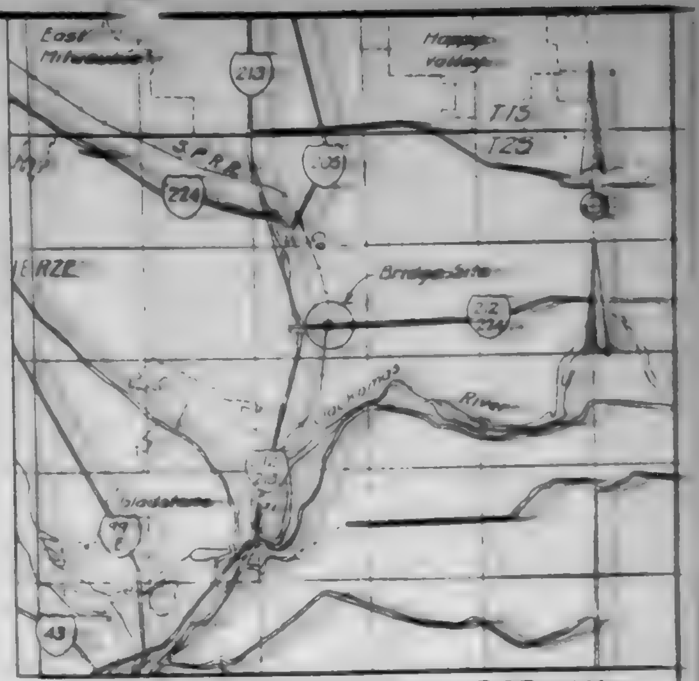
RECEIVED
TECHNICAL SERVICES
JUN 7 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1387


236'-0" c.c. and [illegible] 21" prestressed slab ordering on right side
41'-0" Span 1
57'-6" Span 2
40'-6" Span 3
36'-0" Span 4
Remove existing walk & rail to this line
Bent 1
Bent 2
Bent 3
Bent 4
Bent 5
Exist. Wall
Proposed rail and fence at curb line
Shoulder
Lane
4'-0" Med.
73'-2" to
Exist. ℄
New ℄
S.P. R/W
Sidewalk
Existing S.P.R.R. Tracks
25 rail spaces @ 10'-0" = 250'-0"
PLAN
Scale 1" = 15'-0"
East Rail
Northbound
West Rail
68.81' along tracks
92.82' along track
Field Rail line
TRACK 1 - RAILROAD PROFILE (from 12-24-75 field data)
3-tube curb mount rail with chain link fence, see dwg. 35-2694
Track 1
Track 2
Track 3
Track 4
Track 5
Exist. ground
ELEVATION ℄ RT. CURB LINE
Scale 1" = 15'-0"
Top of Rail
RAILROAD CONSTRUCTION CLEARANCES
SOUTHERN PACIFIC RAILROAD
RAILROAD CLEARANCES DIAGRAM
23'-6" min.
21'-0"
15'-0"
10'-0"
10'-0"
25
6'-0"
8'-6"
13'-9½"
15'-6"
17'-0½"
8'-9"
8'-9½"

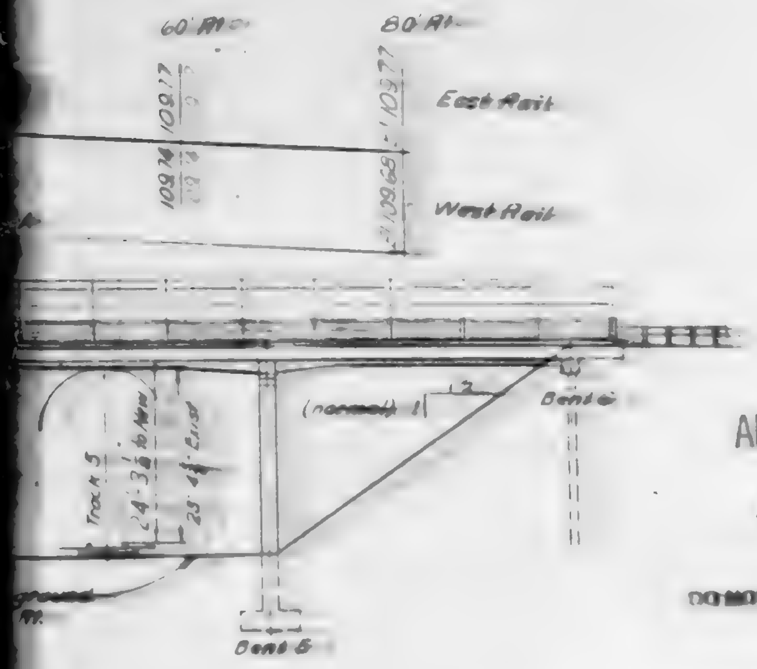

widening on right side
Span 4
41'-0" Span 5
Bent 5
Sta 273+34.00
Bent 6
Sta 273+75.00
rail and fence
curb line
93°34'
135.14
134.20
S 89° 31' 30" E
20'-0"
134.57
133.64
Reinforced concrete end panels See dwg 2070
See Grading Plans for guard rail off structure

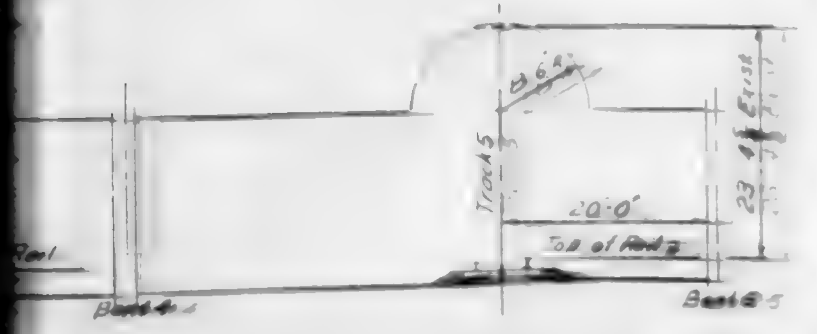

East Milwaukie
213
Happy Valley
T1S
T2S
SPRR
224
205
R2E
Bridge Site
212
224
Clackamas River
Gladstone
99E
213
43

NW¼ of SE¼ of Sec 9, T2S, R2E, W.M.

VICINITY MAP

No. Scale


60' Rt
80' Rt
109.17
103.77
East Rail
109.74
109.68
West Rail
(normal) 1
2
Bent 6
Track 5
24'-3½" to New
23'-4½" Exist
ground
Bent 5


8' 6" Rt
Track 5
20'-0"
23'-4½" Exist
Top of Rail
Rail
Bent 4
Bent 5

GENERAL NOTES

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS 25-44 live loading with an allowance of 25 psf for future wearing surface and 25 psf for present wearing surface.

Concrete members except prestressed members designed by Load Factor Design Method.

Prestressing steel shall be in accordance with detail plans.

All other reinforcing steel shall conform to ASTM Specification A 615 (S1) Grade 60. The following splice lengths shall be used unless shown otherwise

Bar Size	3	4	5	6	7	8	9	10	11	14 & 18
Splice Length	1'-0"	1'-4"	1'-8"	2'-0"	2'-9"	3'-7"	4'-3"	5'-9"	7'-1"	[illegible]

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Reinforcing steel for columns and walls shall not be fabricated until final footing elevations have been determined in the field.

Concrete in precast units shall be in accordance with detail plans.

All other concrete shall be Class 3300 - 1½.

ADVANCE PLANS

JUN - 4 1982

DO NOT SCALE

DO NOT USE FOR CONSTRUCTION

APPROVED:

P.E.

STRUCTURAL DESIGN ENGINEER

P.E.

TECHNICAL SERVICES ENGINEER

DESIGNED HOW

DRAWN C. Hallmer, HOW

CHECKED

REVIEWED ICT

REVIEWED

CALC. BOOK 1867

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION

STRUCTURAL DESIGN SECTION

CLACKAMAS OVERCROSSING OF SPRR

CLACKAMAS HIGHWAY - CLACKAMAS CO.

PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE Feb 17, 1982

BRIDGE NO. 7867A

SHEET 1 OF

DRAWING NO. 37160

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
AGR

TO: H. S. Coulter
State Highway Engineer

DATE: May 17, 1982

FROM: R. N. Bothman
Assistant State Highway Engineer

SUBJECT: Highway 212
Construction Finance Agreement
Maintenance Responsibility

The maintenance responsibility at the Evelyn Street intersection on the Highway 212 project was reviewed and approved by the district maintenance supervisor prior to the region engineer considering his approval. The best explanation I can obtain is that the limits were set because of the access control of Highway 212 which was wrapped around and extended on Evelyn Street to the same point where we drew the maintenance responsibility.

As you know, we have a major effort on this project to limit the access by controlling the access on Highway 212. At this intersection we allow no access onto the main highway, and have controlled access onto Evelyn Street.

Once approved, the agreement will now go to the district maintenance supervisor where he reviews the responsibilities with the appropriate section foreman.

RNB:st

cc D. H. Moehring
E. L. Hardt

9534

May 14, 1982

Clackamas County Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 7626

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction agreement covering engineering, right-of-way, utilities, construction and future maintenance responsibilities for the East Portland Freeway-S.E. 122nd Avenue Section of the Clackamas Highway, No. 171.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

7534

Hwy 171

STATE OF OREGON

Highway – Traffic

INTEROFFICE MEMO

TRA 7-5

TO: D. N. Staudenmeyer
Design Supervisor

DATE: March 31, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
East Portland Freeway-SE 122nd Avenue Section
Clackamas Highway
Clackamas County

Versteeg
Anderson
I Adams
Olson
Sullivan
Fermin
Trout
Wakefield

RECEIVED
APR - 1 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

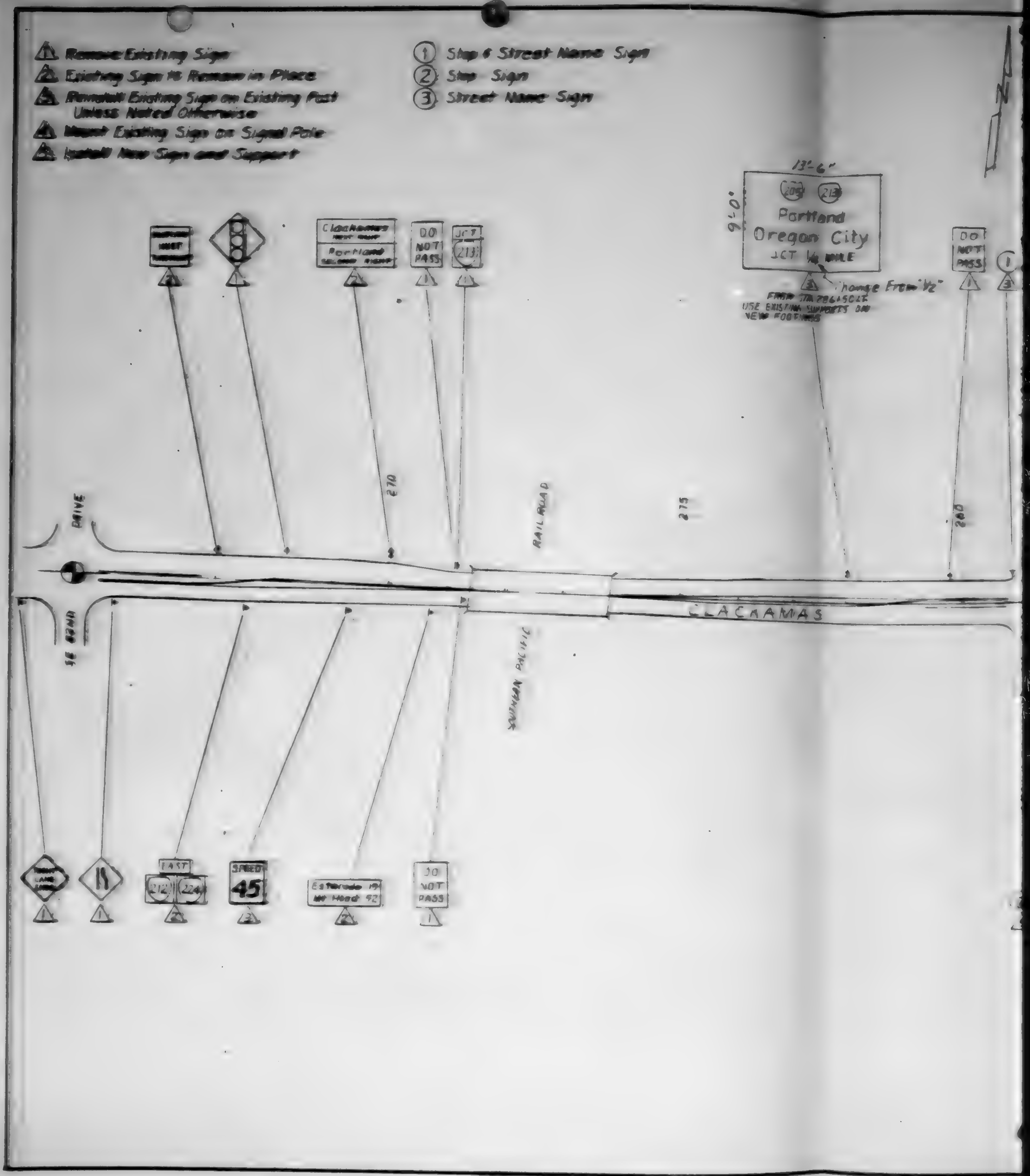
Attached are two prints of the approved sign study plans for the subject project.

L. E. George

L. E. GEORGE – TRAFFIC ENGINEER

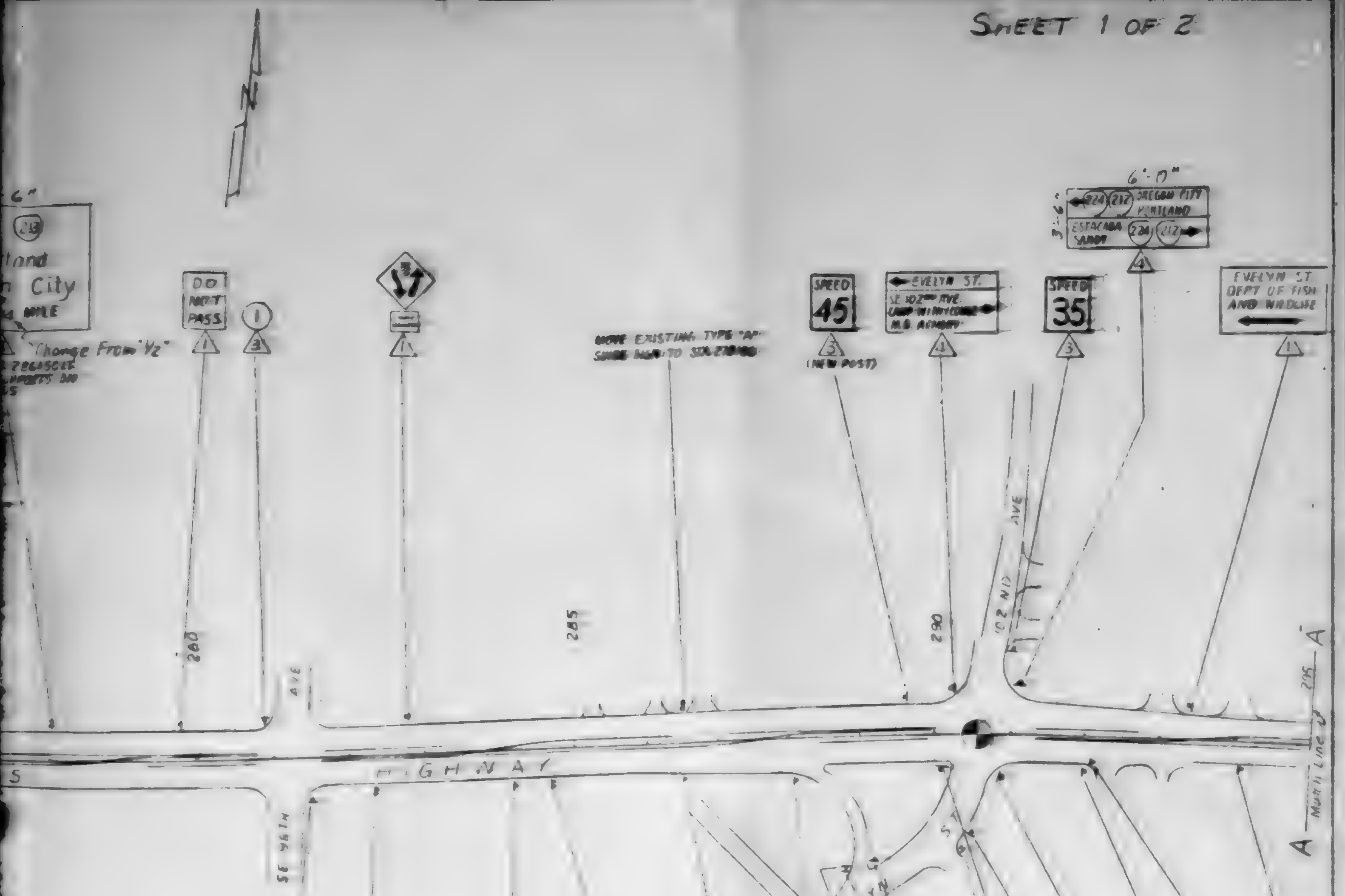
ELS:ds
Attachments

cc: E. L. Hardt
M. D. Payne



1 Remove Existing Sign
2 Existing Sign to Remain in Place
3 Reinstall Existing Sign on Existing Post Unless Noted Otherwise
4 Mount Existing Sign on Signal Pole
5 Install New Sign and Support
① Stop & Street Name Sign
② Stop Sign
③ Street Name Sign
N
Clackamas
Portland
DO NOT PASS
JCT 213
13'-6"
9'-0"
205
213
Portland
Oregon City
JCT ¼ MILE
Change From "½"
FROM STA 286+50 LT.
USE EXISTING SUPPORTS ON NEW FOOTINGS
DO NOT PASS
DRIVE
SE 82ND
270
RAIL ROAD
SOUTHERN PACIFIC
275
280
CLACKAMAS
LANE
EAST
212
224
SPEED 45
Estacada 19
Mt Hood 92
DO NOT PASS

SHEET 1 OF 2

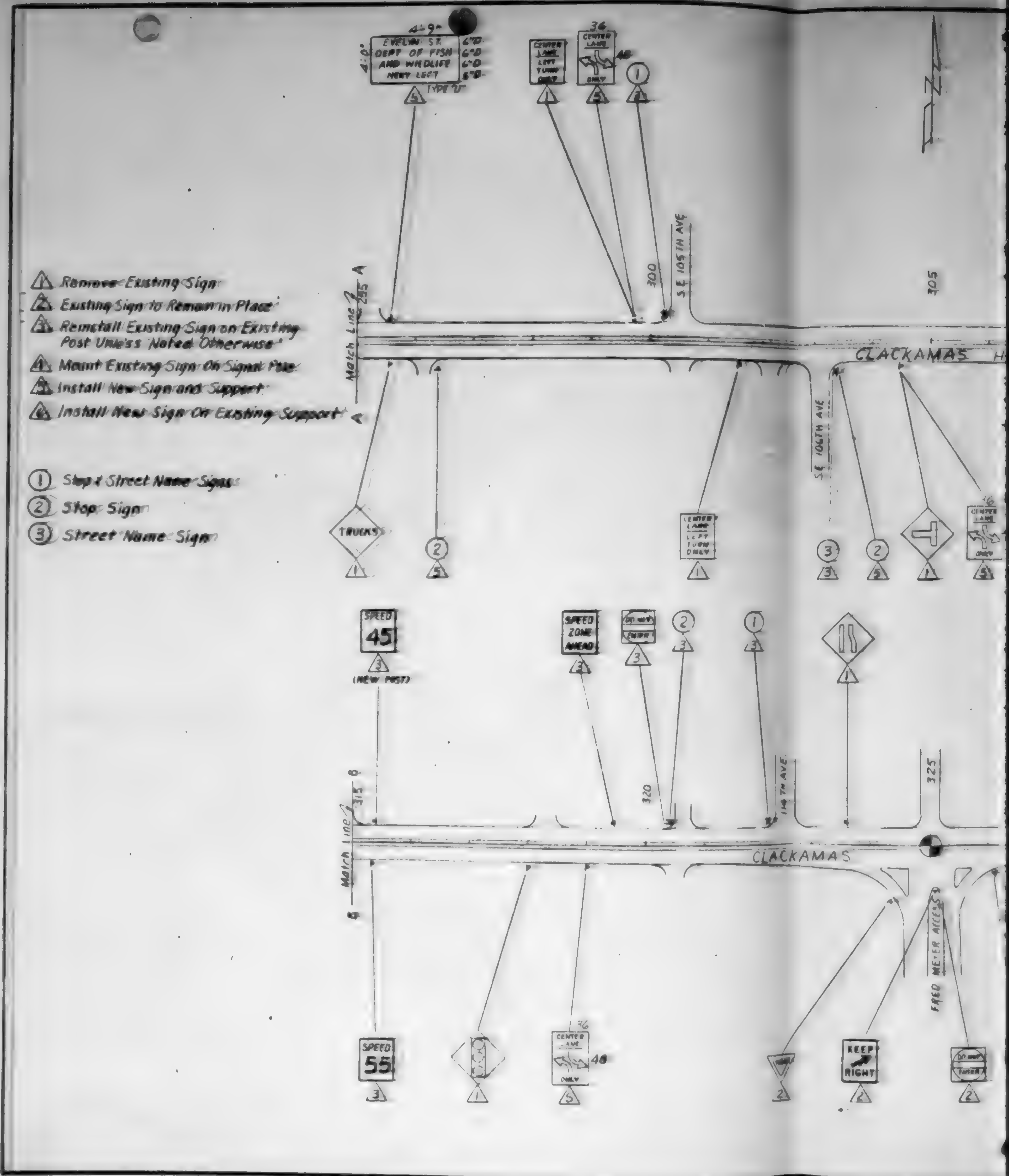


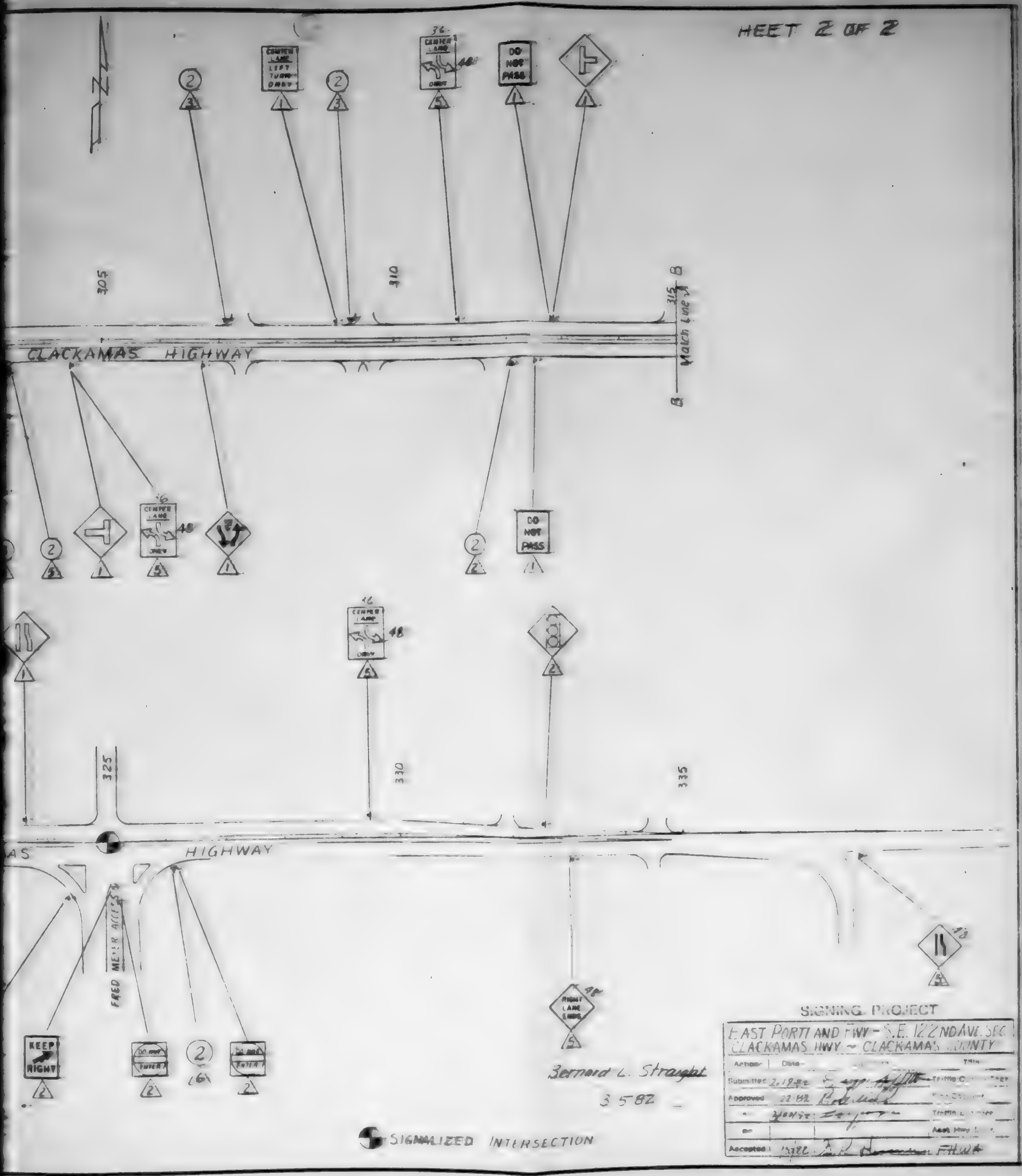
6'-0"
3'-6"
224 212 OREGON CITY PORTLAND
ESTACADA SANDY 224 212
4
EVELYN ST DEPT OF FISH AND WILDLIFE
1
SPEED 45
3
(NEW POST)
EVELYN ST. SE 102ND AVE. CAMP WITHYCOMBE N.G. ARMORY
4
SPEED 35
3
MOVE EXISTING TYPE "A" SIGN TO STA. 278
1
DO NOT PASS
1
1
3
212
Portland
City
MILE
"Change From 1/2"
280
285
290
295
AVE
102 ND AVE
SE 98TH
HIGHWAY
EVELYN ST
A
A'
Main Line
2
5
LAMP WITHYCOMBE LEFT LANE
6'-0
5'-0
TYPE "U"
5
EVELYN ST TRAFFIC KEEP RIGHT
1
2-9"
EVELYN ST DEPT OF FISH AND WILDLIFE NEXT RIGHT
5
RIGHT LANE MUST TURN RIGHT
1
EVELYN ST DEPT OF FISH AND WILDLIFE
3
YIELD
3
DO NOT ENTER
1
2
RIGHT LANE MUST TURN RIGHT
3
SE NEW POST
FROM STA. 286+50
SPEED 45
3
CENTER LANE LEFT TURN ONLY
1
CENTER LANE ONLY
5
224 212 ESTACADA SANDY
OREGON CITY PORTLAND 224 212
4
SE 102ND AVE CAMP WITHYCOMBE N.G. ARMORY
4
3 (USE NEW POST)
FROM STA. 280+20.27
SIGNALIZED INTERSECTION

EAST PORTLAND HWY. – SE 102ND AVE SEC
CLACKAMAS HWY. ~ CLACKAMAS COUNTY

Bernard L. Straight
3-5-82

2-19-82
2-22-82
Traffic Engineer
Asst. Hwy. Supv.
3/30/82 J. K. FHWA


4'-9"
4'-0"
EVELYN ST.
DEPT OF FISH
AND WILDLIFE
NEXT LEFT
6"D
6"D
6"D
5"D
TYPE "U"
CENTER LANE LEFT TURN ONLY
36
CENTER LANE ONLY
48
1
5
1
Remove Existing Sign
Existing Sign to Remain in Place
Reinstall Existing Sign on Existing Post Unless Noted Otherwise
Mount Existing Sign On Signal Pole
Install New Sign and Support
Install New Sign On Existing Support
1 Stop & Street Name Signs
2 Stop Sign
3 Street Name Sign
Match Line
295 A
A
300
SE 105TH AVE
305
CLACKAMAS H
SE 106TH AVE
TRUCKS
2
CENTER LANE LEFT TURN ONLY
3
2
36
CENTER LANE ONLY
SPEED 45
(NEW POST)
SPEED ZONE AHEAD
DO NOT ENTER
2
1
3
Match Line
315 B
B
320
114 TH AVE
325
CLACKAMAS
FRED MEYER ACCESS
SPEED 55
36
CENTER LANE ONLY
48
KEEP RIGHT
DO NOT ENTER
2


HEET 2 OF 2
CENTER LANE LEFT TURN ONLY
36
CENTER LANE ONLY
48
DO NOT PASS
305
310
315
B
Match Line
B
CLACKAMAS HIGHWAY
16
CENTER LANE ONLY
48
DO NOT PASS
16
CENTER LANE ONLY
48
325
330
335
HIGHWAY
FRED MEYER ACCESS
48
RIGHT LANE ENDS
48
KEEP RIGHT
DO NOT ENTER
DO NOT ENTER
SIGNALIZED INTERSECTION

Bernard L. Straight
3-5-82

SIGNING PROJECT

EAST PORTLAND FWY - S.E. 122ND AVE. SEC.
CLACKAMAS HWY. ~ CLACKAMAS COUNTY

Action	Date		Title
Submitted	2-19-82	[illegible]	Traffic Co[illegible]
Approved	[illegible]22-82	[illegible]	[illegible]
"	3-4-82	[illegible]	Traffic E[illegible]
"			Asst. Hwy. E[illegible]
Accepted	[illegible]82	[illegible] FHWA	

9534

March 18, 1982

Mr. Conrad Kristensen
Clackamas Fire District No. 71
15625 S.E. 90th Avenue
Clackamas, OR 97015

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7[illegible]

Dear Mr. Kristensen:

Attached for your files is a fully executed copy of a letter-form agreement covering installation of emergency vehicle pre-emption devices on the Clackamas Highway at Evelyn Street/102nd Avenue and the Fred Meyer Access.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Germann
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

9534

NOTED
H.S. COULTER

ROW 18-2

March 12, 1982

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
Clackamas Highway O'xing of SPTC
Crossing No. C-759.80-A

Dear Dave:

Enclosed is an original and ten copies of an application relating to the subject matter. The existing structure over the railroad will be widened under a construction project. The project is currently scheduled for bid letting in August or September of 1982.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Enclosure

bc: H. S. Coulter
E. S. Hunter
Walt Hart
Ed Hardt
C. T. Keasey
D. E. Swan
J. L. Sollis
(All with copies)

RECEIVED
STATE HWY ENGR
MAR 16 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

PUC Docket No. SXP ____________

PUC Crossing No. C-759.80-A

DOT-AAR Crossing No. SP 759774Y

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The State of Oregon, by and through its (name of applicant) Department of Transportation, Highway Division,

for the authority, pursuant to ORS 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Clackamas Highway (name of street or highway)

and Southern Pacific Transportation Co. (name of railroad company)

mainline (name of railroad main or branch line or other trackage)

near (in/near) Clackamas (name of city/town/rail station), Clackamas (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected —

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*

☐ Other Federal Funds.*

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

IMPORTANT: **PLEASE READ NOT T BOTTOM OF PRECEDING PAGE BEFORE COMPLE THIS FORM.**

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Walter J. Hart, 378-6551

2. Statutory authority under which this application is made: ORS 763. 030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 759.80

b. City -

c. Nearest railroad station Clackamas

d. County Clackamas

e. The proposed project is to be in the NW 1/4 of the SE 1/4 of Section 9, Township 2 S, Range 2 E, W. M.

4. a. Name of public highway involved in this project:

Clackamas Highway

b. Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation-Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Co., mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Southern Pacific Transportation Co.

b. Clackamas County

c.

d.

e.

f. Oregon Department of Transportation, Highway Division, Transportation Bldg., Salem, OR 97310

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

BEF THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _X_ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify) ____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ______________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ________ (N or E) to ________ (S or W)) of:

At present—	After completion—
Shoulder** of ______ feet	Shoulder of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Median of ______ feet	Median of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Shoulder of ______ feet	Shoulder of ______ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

To accommodate highway widening providing four traffic lanes. 5' shoulder each side. 4' median and 6' sidewalk on south side. existing 3.6' sidewalk to remain on north side.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? Traffic volume exceeds the optimal capacity of the existing 2-lane overcrossing.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION III. Separated Crossing

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? - (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	100%

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies: Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies: Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities: Southern Pacific Transportation Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies: Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies: Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities: Southern Pacific Transportation Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon Department of Transportation-Highway Division

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? yes (yes/no)

If so, describe (and attach complete drawing): Construction of bents and footings adjacent to tracks in line with and on the south side of existing bents and footings.

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: N/A

If no, explain why not: Widening alteration of an existing separated crossing.

42. Other items of construction and cost distribution:

None

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes-Oregon Department of Transportation-Highway Division-Bridge Section Dwg. Nos. 36763, 35318 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: Pages 4 through 12, 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 10th day of March, 1982.

(Applicant)

(Attorney)

I, E. S. Hewitt, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

x ______________________

STATE OF OREGON)

) ss.

County of)

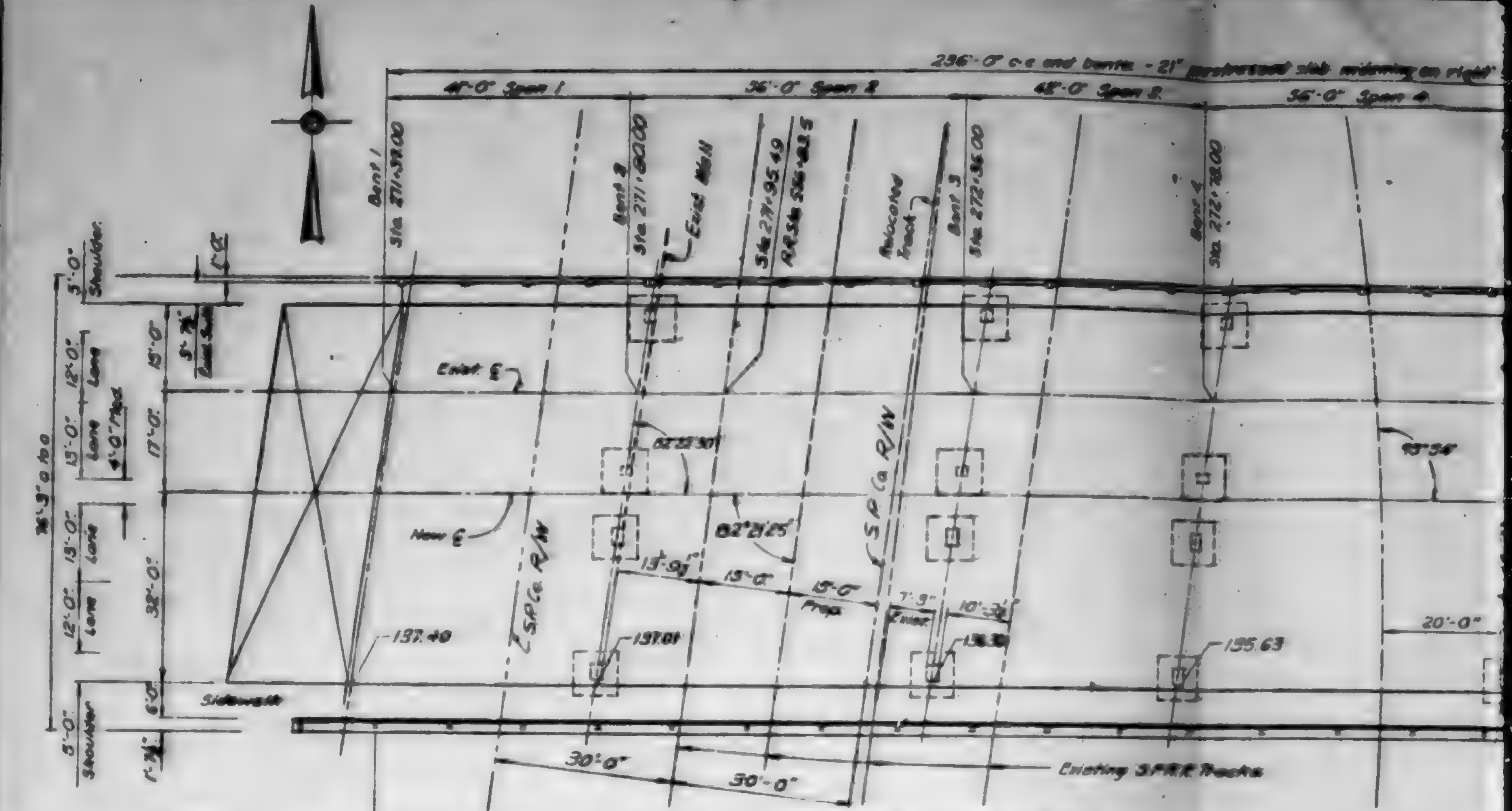
Subscribed and sworn to before me this 10th day of March, 1982.

(Notary Public for Oregon)

My Commission Expires: 12-18-84

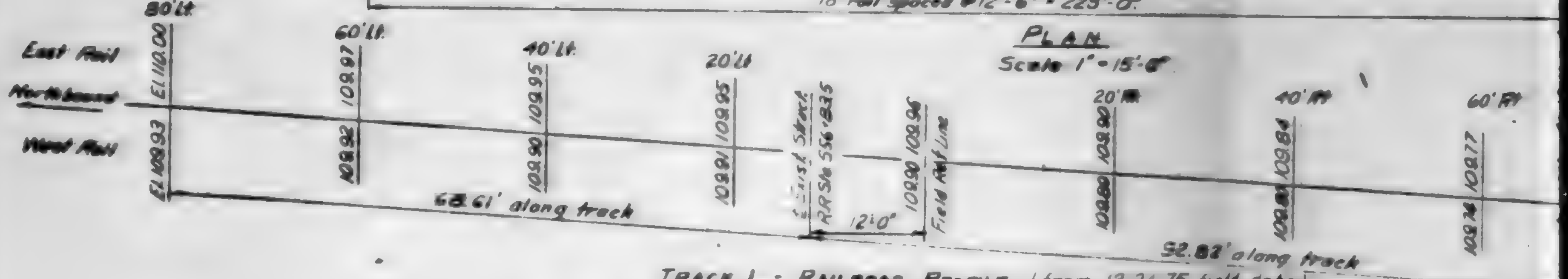
PUC Form 202 (30) 1-80

Signature Page

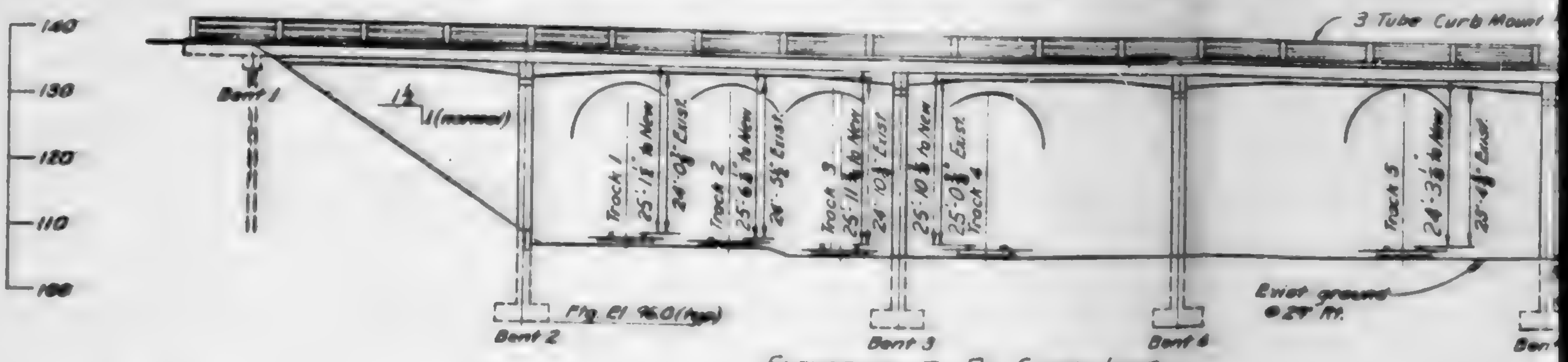

236'-0" c-c end bents - 21" prestressed slab widening on right
45'-0" Span 1
56'-0" Span 2
48'-0" Span 3
56'-0" Span 4
Bent 1
Sta 271+39.00
Bent 2
Sta 271+80.00
Exist Wall
Sta 271+95.49
RR Sta 556+83.5
Relocated Track
Bent 3
Sta 272+36.00
Bent 4
Sta 272+78.00
5'-0" Shoulder
1'-0"
15'-0"
12'-0" Lane
13'-0" Lane
4'-0" Med
13'-0" Lane
12'-0" Lane
17'-0"
38'-0"
6'-0"
5'-0" Shoulder
1'-7½"
76'-3" o to o
Exist. ℄
New ℄
82°22'30"
82°21'25"
93°34'
S.P.Co R/W
S.P.Co R/W
13'-9½"
15'-0"
15'-0"
Prop.
7'-3"
Exist.
10'-3½"
20'-0"
137.40
137.01
136.30
135.63
Sidewalk
30'-0"
30'-0"
Existing S.P.R.R. Tracks
18 rail spaces @ 12'-6" = 225'-0"

PLAN

Scale 1" = 15'-0"

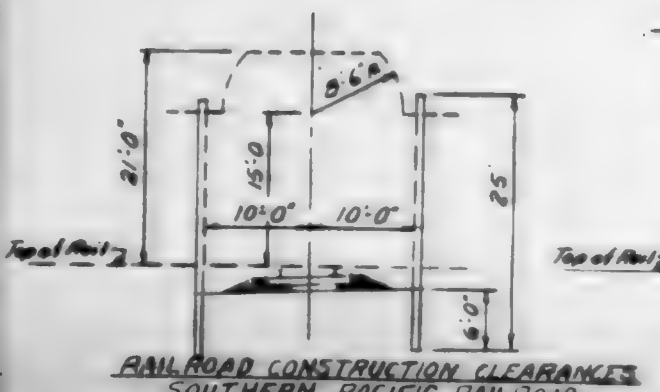

East Rail
Northbound
West Rail
80' Lt.
El 110.00
El 109.93
60' Lt.
109.97
109.92
40' Lt.
109.95
109.90
20' Lt.
109.95
109.91
Exist. Struct.
RR Sta 556+83.5
109.96
109.90
Field Rail Line
12'-0"
20' Rt
109.90
109.88
40' Rt
109.84
109.83
60' Rt
109.77
109.74
68.61' along track
92.83' along track

TRACK 1 - RAILROAD PROFILE (from 12-24-75 field data)

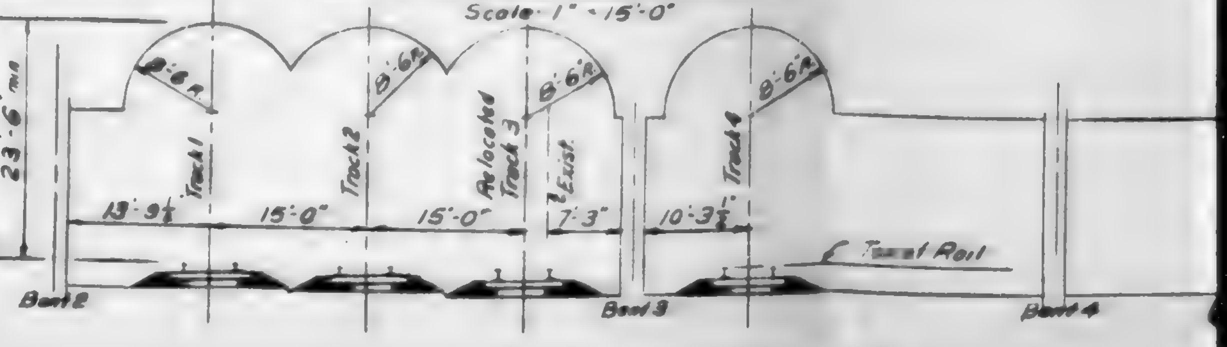

3 Tube Curb Mount
140
130
120
110
100
Bent 1
1½
1 (max)
Track 1
25'-1⅛" to New
24'-0⅜" Exist.
Track 2
25'-6⅞" to New
24'-5⅞" Exist.
Track 3
25'-11⅜" to New
24'-10⅜" Exist.
25'-10⅜" Exist.
25'-0⅜" Track 4
Track 5
24'-3⅜" to New
23'-4⅜" Exist.
Ftg El 96.0 (typ)
Exist ground @ 24' Rt.
Bent 2
Bent 3
Bent 4

ELEVATION ℄ RT CURB LINE

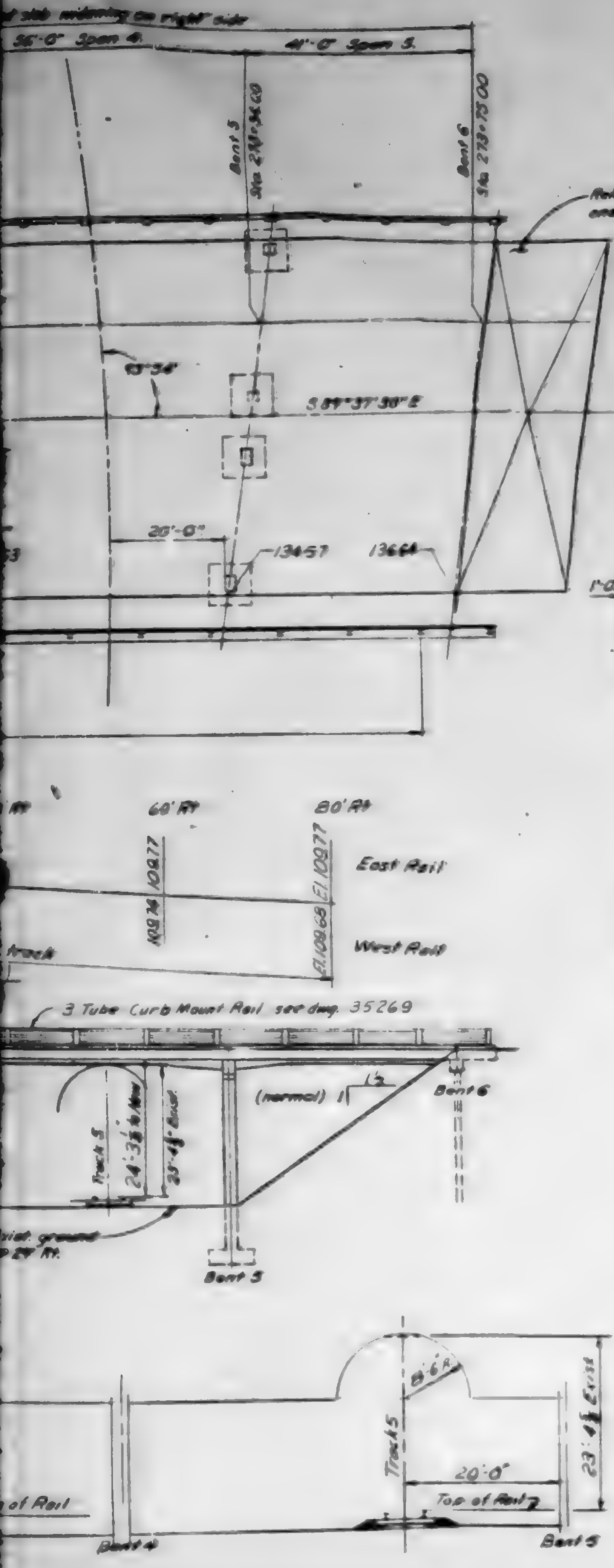
Scale 1" = 15'-0"

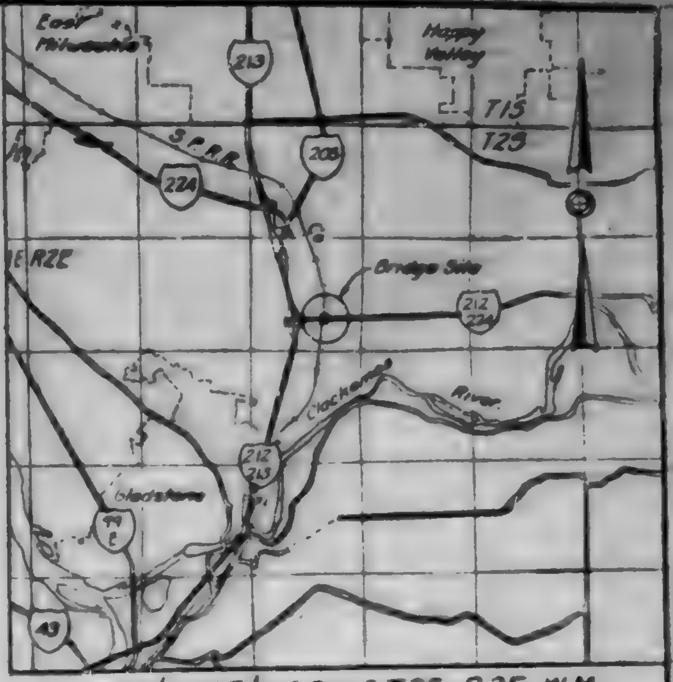

8'-6" R
21'-0"
15'-0
10'-0"
10'-0"
25
6'-0"
Top of Rail

RAILROAD CONSTRUCTION CLEARANCES
SOUTHERN PACIFIC RAILROAD


23'-6" min
8'-6" R
8'-6" R
8'-6" R
8'-6" R
Track 1
Track 2
Relocated Track 3
Track 4
℄ Exist.
13'-9½"
15'-0"
15'-0"
7'-3"
10'-3½"
Top of Rail
Top of Rail
Bent 2
Bent 3
Bent 4

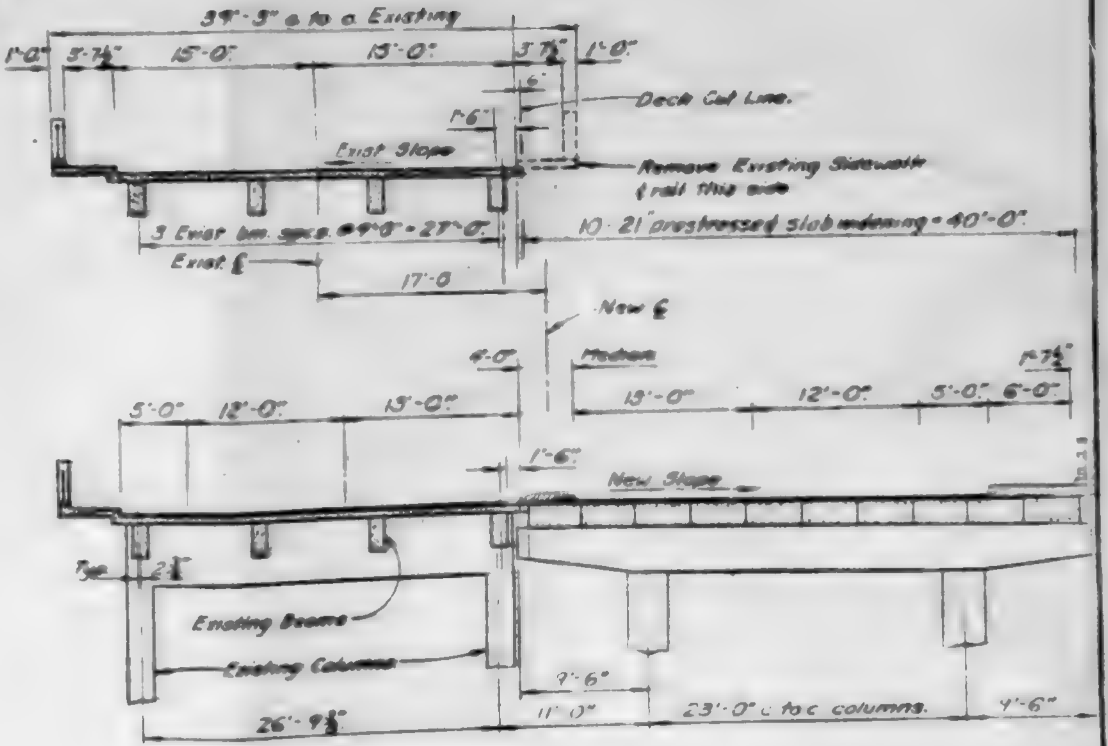
RAIL ROAD CLEARANCES DIAGRAM


slab widening on right side
36'-0" Span 4
41'-0" Span 5
Bent 5 Sta 278+34.00
Bent 6 Sta 278+75.00
Reinforced concrete end panel. See dwg. 30173
63°34'
S 89°37'30" E
20'-0"
13457
13664
60' Rt
80' Rt
El. 109.74
El. 109.77
El. 108.65
East Rail
West Rail
track
3 Tube Curb Mount Rail see dwg. 35269
Track 5
24'-3⅞" to New
23'-4⅞" Exist.
(normal) 1 1½
Bent 6
Bent 5
Exist. ground
@ 24' Rt.
8'-6" R.
Track 5
23'-4⅞" Exist.
20'-0"
Top of Rail
of Rail
Bent 4
Bent 5


East Milwaukie
Happy Valley
213
205
224
S.P.R.R.
T1S
T2S
R2E
Bridge Site
212
224
Clackamas River
Gladstone
99E
43

NW¼ of SE¼ of Sec 9, T.2S., R.2E., W.M.

VICINITY MAP
No Scale


39'-5" c to c Existing
1'-0"
5'-7½"
15'-0"
15'-0"
5'-7½"
1'-0"
6"
1'-6"
Deck Cut Line.
Exist Slope
Remove Existing Sidewalk & rail this side
3 Exist. bm. spcs. @ 9'-0" = 27'-0"
10-21" prestressed slab widening = 40'-0"
Exist. ℄
17'-0
New ℄
4'-0"
Median
1'-7½"
5'-0"
12'-0"
15'-0"
15'-0"
12'-0"
5'-0"
6'-0"
1'-6"
New Slope
Typ.
2⅞"
Existing Beams
Existing Columns
9'-6"
11'-0"
23'-0" c to c columns.
4'-6"
26'-9⅞"

TYPICAL SECTIONS
Scale ⅛"=1'-0"

APPROVED: P.E.
STRUCTURAL DESIGN ENGINEER P.E.
TECHNICAL SERVICES ENGINEER
DESIGNED HDW
DRAWN C.Wallen HDW
CHECKED
REVIEWED RJT
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

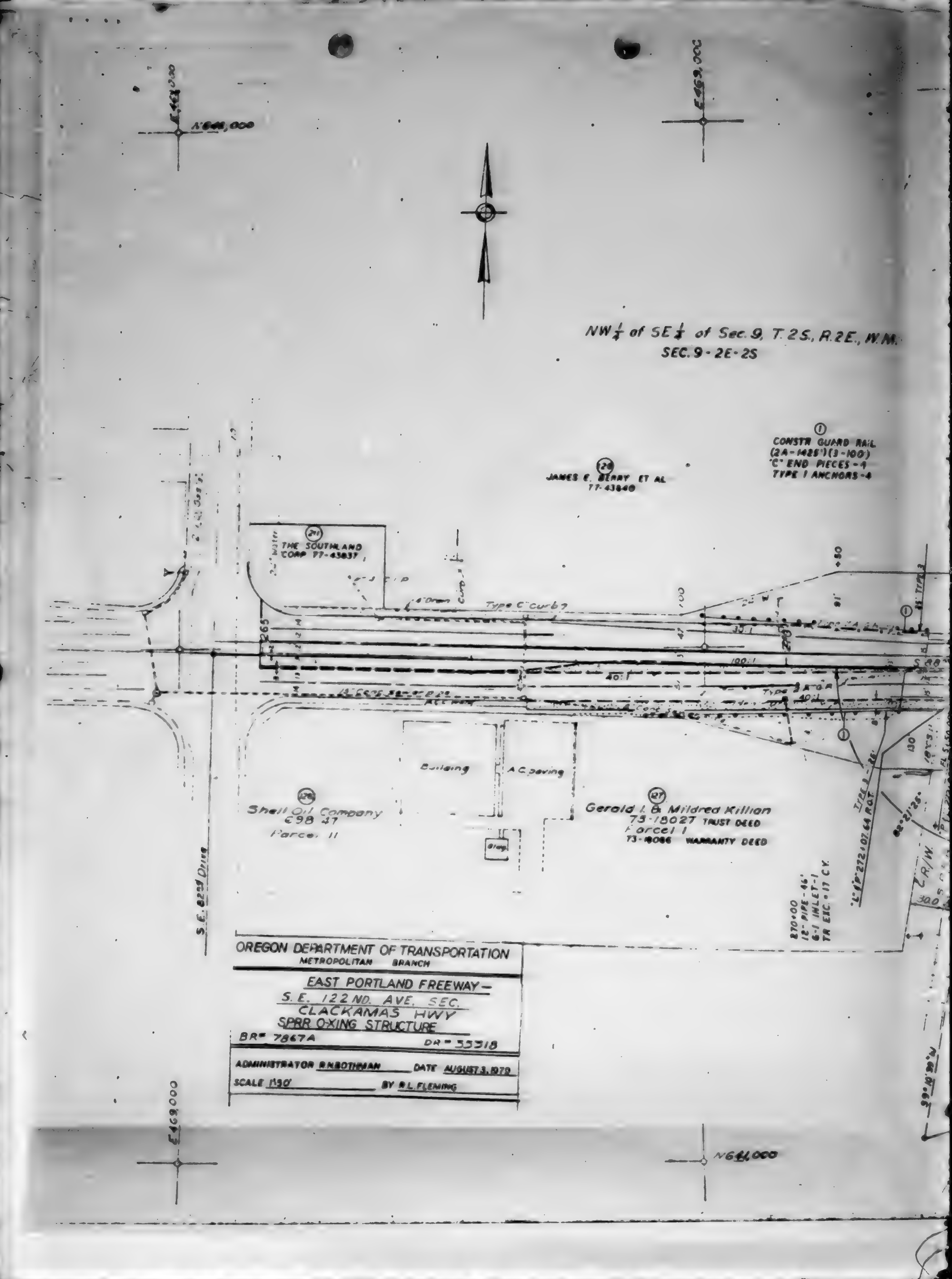
CLACKAMAS OVERCROSSING OF SPRR

CLACKAMAS HIGHWAY ~ CLACKAMAS CO.

P.U.C. PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE Feb.17, 1982
SHEET OF
BRIDGE NO. 7867 A
DRAWING NO. 36763

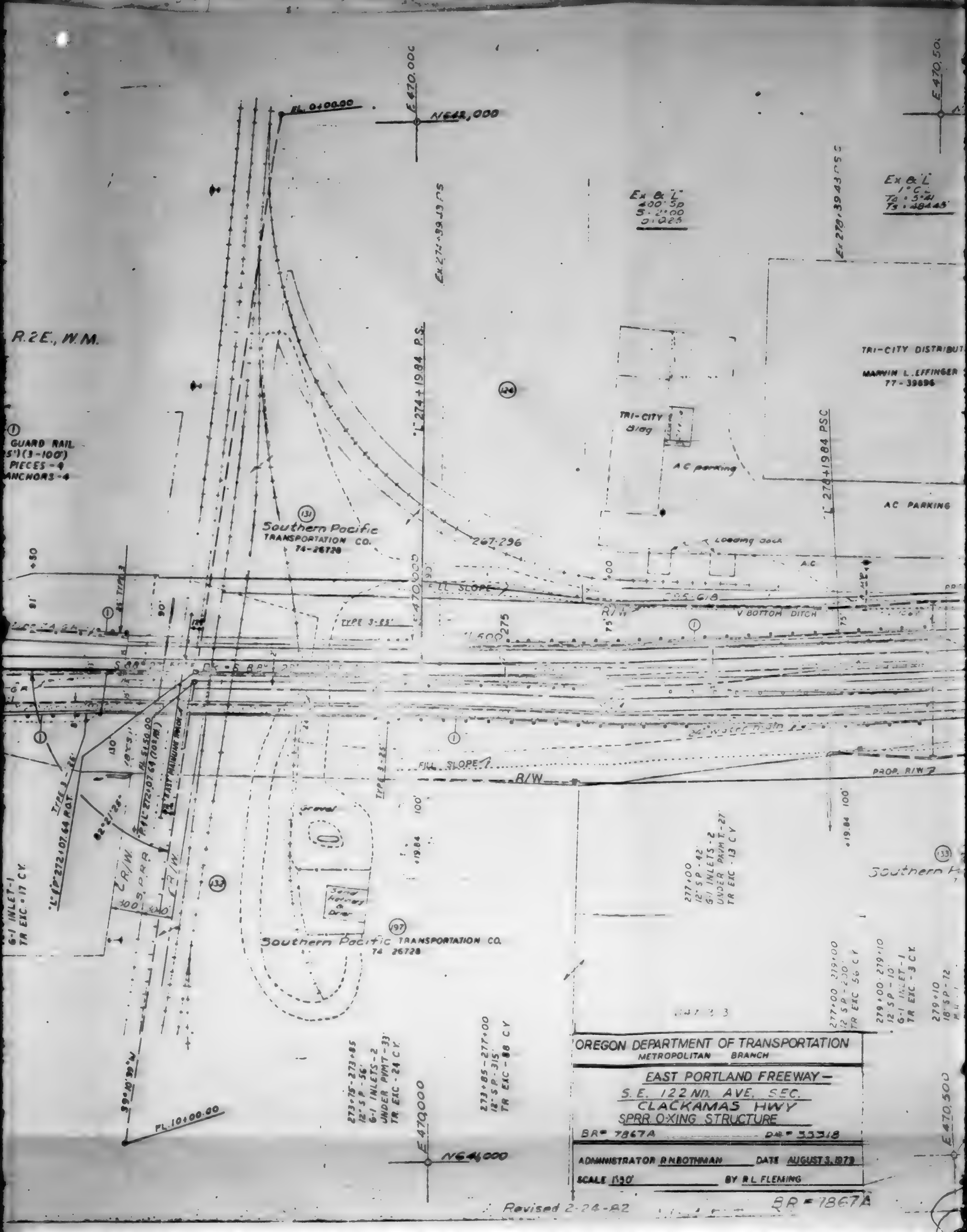

E469,000
NW¼ of SE¼ of Sec. 9, T. 2S., R. 2E., W.M.
SEC. 9 - 2E - 2S
①
CONSTR GUARD RAIL
(2A - 1425')(3 - 100')
"C" END PIECES - 4
TYPE I ANCHORS - 4
㉘
JAMES E. BERRY ET AL
77-43840
THE SOUTHLAND CORP 77-43837
Type C curb
265
40:1
100:1
35:1
Building
A.C. paving
Bldg.
Shell Oil Company
698 47
Parcel 11
㉗
Gerald I. & Mildred Killion
73-18027 TRUST DEED
Parcel 1
73-18086 WARRANTY DEED
270+00
12" PIPE - 46'
G-1 INLET - 1
TR EXC. - 17 C.Y.
"L" P.T. 272+07.64 POT.
℄ R/W.
30.0
S.E. 82nd Drive
E469000
N641,000

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

EAST PORTLAND FREEWAY —
S.E. 122ND. AVE. SEC.
CLACKAMAS HWY
SPRR O-XING STRUCTURE

BR# 7867A DR# 33318

ADMINISTRATOR R.N. BOTHMAN DATE AUGUST 3, 1979
SCALE 1"=30' BY R.L. FLEMING


R.2E., W.M.
EL. 0+00.00
E 470,000
N642,000
E 470,500
Ex 274+39.43 PS
Ex 279+39.43 PS
Ex & "L"
400' Sp
S: 2°00
0: 0.25
Ex & "L"
1°C
Ta: 5.41
Ts: 48445
TRI-CITY DISTRIBUT
MARVIN L. EFFINGER
77-39696
"L" 274+19.84 P.S.
"L" 279+19.84 PSC
TRI-CITY Bldg
AC parking
AC PARKING
Loading dock
A.C.
① GUARD RAIL
(5')(3-100')
PIECES - 4
ANCHORS - 4
131
Southern Pacific
TRANSPORTATION CO.
74-26728
267.296
285.618
FILL SLOPE
R/W
V BOTTOM DITCH
TYPE 3-85'
TYPE 3-25'
FILL SLOPE
R/W
PROP. R/W
water main
"L" 272+07.64 POT.
TYPE 3-25'
P.I. "L" 272+07.64 (100 Rt.)
EL. 5+50.00
Gravel
Sand Hopper & Drier
132
197
Southern Pacific TRANSPORTATION CO.
74 26728
133
Southern P
"L" R/W
S.P.R.R.
R/W
G-1 INLET-1
TR EXC. 17 CY.
273+75-273+85
12" SP - 56'
G-1 INLETS-2
UNDER PVMT-33'
TR EXC - 24 CY.
273+85-277+00
12" SP-315'
TR EXC - 88 CY
277+00
12" SP - 42'
G-1 INLETS-2
UNDER PVMT-27'
TR EXC - 13 CY
277+00 279+00
12 SP - 200'
TR EXC 56 CY
279+00-279+10
12" SP - 10'
G-1 INLET-1
TR EXC - 3 CY.
279+10
18" SP - 72
100'
+19.84
E 470,000
N641,000
EL. 10+00.00
89°10'39" W
E 470,500

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

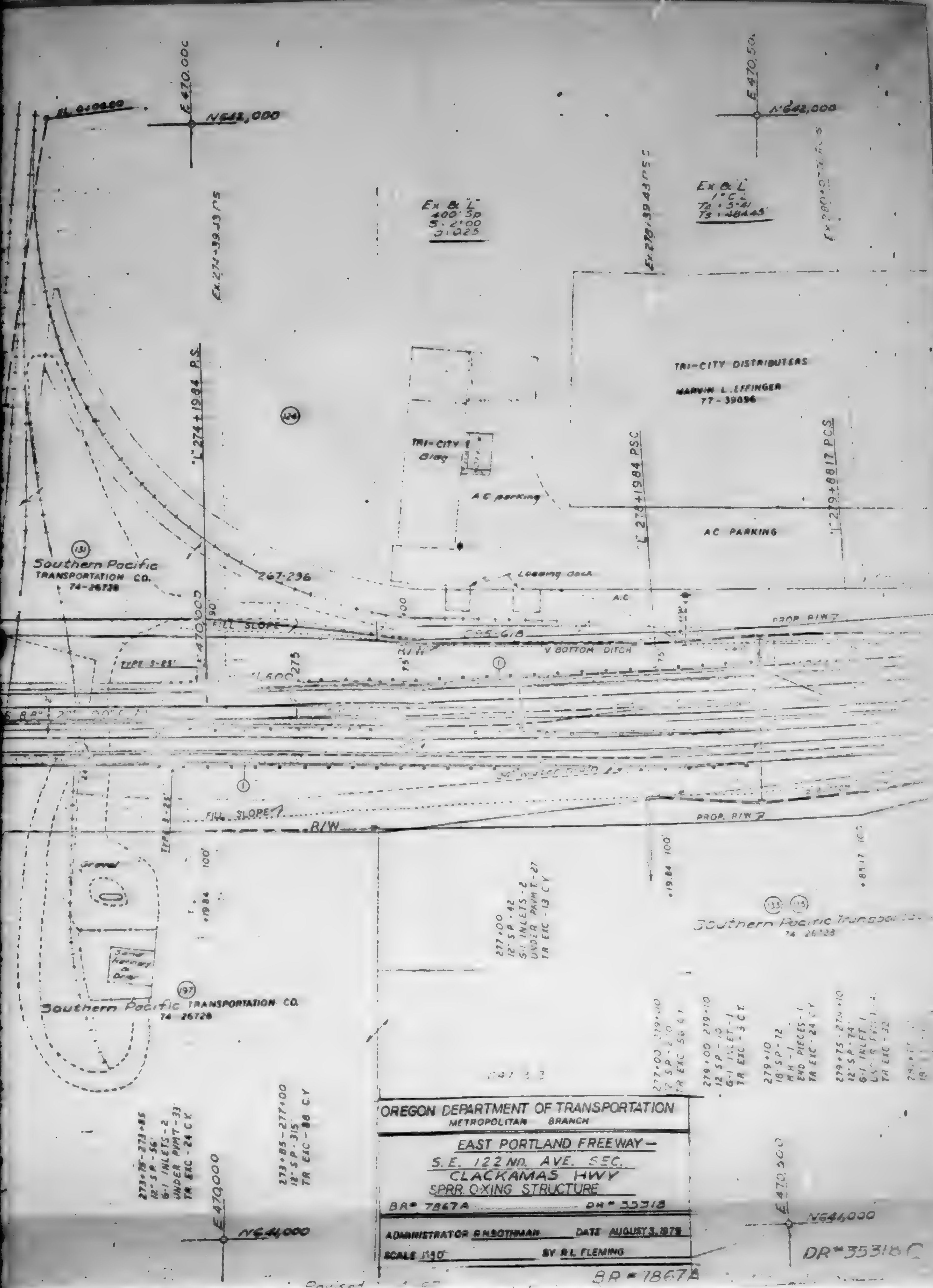
EAST PORTLAND FREEWAY—
S.E. 122 ND. AVE. SEC.
CLACKAMAS HWY
SPRR. O-XING STRUCTURE

BR# 7867A DR# 33318

ADMINISTRATOR R.N.BOTHMAN DATE AUGUST 3, 1979
SCALE 1"=50' BY R.L. FLEMING

Revised 2-24-82

BR # 7867A



EL 0:00.00
E 470,000
N 642,000
E 470,500
N 642,000
Ex 274+39.43 PS
Ex & L
400' Sp
S: 2°00
O: 0.23
Ex 278+39.43 PSC
Ex & L
1°C
Ts: 3:41
Ts: 48.45
TRI-CITY DISTRIBUTERS
MARVIN L. EFFINGER
77-39096
274+19.84 P.S.
124
TRI-CITY Bldg
A C parking
278+19.84 PSC
279+88.17 PCS
AC PARKING
131
Southern Pacific
TRANSPORTATION CO.
74-26728
267.236
Loading dock
A.C.
PROP. R/W
FILL SLOPE
295.618
R/W
V BOTTOM DITCH
①
TYPE 3-25'
1,600
275
90°
100
①
FILL SLOPE
R/W
PROP. R/W
TYPE 3-25'
100'
100'
+19.84
+19.84
+88.17
Gravel
Sand
hopper
&
Drier
133
135
Southern Pacific Transportation Co.
74 26728
197
Southern Pacific TRANSPORTATION CO.
74 26728
277+00
12" S.P.-42
G-1 INLETS-2
UNDER PVMT.-27
TR EXC-13 C.Y.
277+00-279+10
12" S.P.-210
TR EXC-56 C.Y.
279+00-279+10
12 SP-10
G-1 INLET-1
TR EXC-3 C.Y.
279+10
18" SP-12
MH-1
END PIECES-1
TR EXC-24 C.Y.
279+75-279+10
12" S.P.-74
G-1 INLET 1
TR EXC-32
273+75-273+85
12" S.P.-56
G-1 INLETS-2
UNDER PVMT-33
TR EXC-24 C.Y.
273+85-277+00
12" S.P.-315
TR EXC-88 C.Y.
E 470,000
N 641,000
E 470,500
N 641,000
DR 35318
BR 7867A
Revised

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

EAST PORTLAND FREEWAY—
S.E. 122ND. AVE. SEC.
CLACKAMAS HWY
SPRR. O-XING STRUCTURE

BR 7867A DR 35318

ADMINISTRATOR R.N. BOTHMAN DATE AUGUST 3, 1979
SCALE 1"50' BY R.L. FLEMING

9534

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-74(2)
Clackamas O'Xing of SPRR
Clackamas Hwy., Clackamas County

Date: February 18, 1982

Reply to Attn. of: HBR-OR

NOTED
H. S. COULTER

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

Mr. Hart's preliminary plan submittal of January 29, 1982, for the Clackamas Overcrossing of the SPRR on the Clackamas Highway, have been reviewed.

We find the proposal for a precast slab is acceptable. Please proceed with the design.

For Division Administrator

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
FEB 22 '82
REFER TO [illegible]
FOR
Info Inves R/D D R Sign Act File

9534

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
7867A

January 29, 1982

NOTED
E. S. HUNTER

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Clackamas Overcrossing of SPRR
East Portland Freeway to SE 122nd Avenue
Clackamas Highway
Clackamas County
BR 7867A

RECEIVED
TECHNICAL SERVICES
FEB 2 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Agt	File

Enclosed are two reduced prints of Drawings 35574, 35318 and 35319 which are the preliminary plan and elevation and vicinity maps for this structure. The Foundation Report will be sent when available.

The alignment, roadway width and sidewalk are in accordance with the standards governing the project.

Traffic is to be maintained on the existing structure. A temporary barrier will be secured inside the existing curb line prior to removal of the rail and sidewalk.

Since the longitudinal joint between the existing and proposed bridges falls within the four-foot width of final median, a structural tie between the two decks will not be necessary. The existing deck slopes toward the left gutter and the proposed deck will slope toward the right gutter. This will facilitate drainage away from the longitudinal joint within the median.

Poured-in-place T-beam construction, matching the existing bridge, was considered as an alternate to the recommended precast slab construction. The estimated cost for these alternates is $398,000 for precast slab and $438,000 for poured-in-place T-beam construction, including allowances for engineering and contingencies.

Advantages of shorter construction time and no falsework over the railroad can be obtained with the precast construction.

We request your approval of our preliminary plan.

HOW:jrb

Enclosures

cc: E. S. Hunter
D. H. Moehring
Don Adams /w/ 1
E. L. Hardt /w/1
R. N. Bothman /w/2
Gary Potter /w/1

1982 Sisters Truck Scale Sec. 9535
on McKenzie-Bend Hwy. (Grading
and Paving)

9535

13

March 24, 1983

Safeco Insurance Companies
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
Contract No. 9535

Gentlemen:

Contract No. 9535 awarded to R. L. Coats for work on the Sisters Truck Scale Section of the McKenzie-Bend Highway in Deschutes County was completed on January 21, 1983 and accepted by the State Highway Division on March 16, 1983.

Final payment in the amount of $999.86 will be released to the contractor after March 29, 1983. The total contract amount is $47,495.80 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:ah

cc R. L. Coats
63283 Skyline Ranch Rd.
Bend, OR 97709

bc C. T. Kassey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

7535 6

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION SISTERS TRUCK SCALE	WEEK ENDING January 29, 1983
		SECTION PREFIX 9-4216
	HIGHWAY McKENZIE - BEND	COUNTY DESCHUTES
NAME OF JOB SISTERS TRUCK SCALE	KIND OF WORK GRADING & PAVING	
CONTRACTOR R. L. COATS	CONTRACT NUMBER 9535	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT AUGUST 31, 1982	DATE WORK STARTED AUGUST 25, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 45	WORK DAYS USED CALENDAR DAYS USED 60
PROJECT AUTHORIZATION: $65,444.77	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 121
EXCLUSIVE OF ENGINEERING: $59,729.07	ENGINEERING AUTHORIZATION $5,715.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $49,505.09	ENGINEERING COST TO DATE $5,918.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: XXXXXXX UNDERRUN 17 %	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: November 12, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,304 C.Y.	1,425 Ton			700 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,079 C.Y.	1,397 Ton			654 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,079	1,397			654
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 31 1983
CONSTRUCTION SECTION

CE K
CAE
FO
QCS
SCS
BO
OM
CA
LS
TC
FE
CP

GENERA DESCRIPTION OF ACTIVITIES F THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted semi-final estimate to Region office.

SIGNED For W.W.Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SH-F216

7535 17

STERS TRUCK SCALE
ROJECT MANAGERS NARRATIVE REPOR

The construction signs were installed and the grading operations commenced October 25, 1982. The truck scale concrete approach slabs were poured on November 2, 1982 and the paving was completed November 12, 1982. Cleanup operations continued until November 19 th. After a final inspection of the project by the Region Engineer on December 6,1982, 7 type 3 delineators were added to the Sisters end of the traffic island to better define the scale approach from the shoulder edge of the travel lanes. No time was charged for this additional work.

TRAFFIC CONTORL

The traffic control utilized the barricades and cones specified which reduced the flaging item to only 5 hours which was a accumilation for throughout the project.

ALL MATERIALS

All materials for the 1"-0 aggregate base, class "B" asphalt concrete and the concrete curb came from the contractors commericial source in Bend.

EXISTING CONCRETE BARRIER

The existing concrete barrier was salvaged, then cut to fit between the scale house and a metal pole that was not disturbed.

INLETS

The G-1 inlet (which is also the end of the paved ditch section) lt. station 6+40 forces trucks that have weighed and are going to Redmond, further West than when using the old scale approach. Maintenance was required to place some base aggregate in the Sisters - Bend intersection to aid them in making this turn.

To date the contractor has not asked for a reduction of the liquidated damages charged. This office knows of no reason why any reduction could be granted, other than weather made paving impossible from November 5th through November 9th (Note: Project was ready to pave those dates).

H W Robertson
1-24-83

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: SISTER TRUCK SCALE
COUNTY: CROOK
HIGHWAY: McKENZIE-BEND

CONTRACT NO: 9535
PREFIX NO: 9-4216
FAP NO: STATE

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	± %
	BID ITEMS		$53,957.00	$49,035.94	-9%
	ANTICIPATED ITEMS		$3,200.00	$469.15	-85%
	CONTINGENCIES		$2,572.07	$0.00	-100%
	ENGINEERING		$5,715.70	$5,918.80	+4%
	LIQUIDATED DAMAGES			-$1,540.00	
	TOTALS		$65,444.77	$53,883.00	-18%
1	MOBILIZATION	LUMP SUM	$3,000.00	$3,000.00	0
2	TEMPORAY PROTECTION & DIRECTION OF TRAFFIC	LUMP SUM	$800.00	$800.00	0
3	TEMPORARY SIGNS	SQ.FT.	$724.00	$512.00	-29%
	Project did not require work area signs				
4	TEMPORARY BARRICADES	EA.	$500.00	$500.00	0
5	FLAGMEN	HOUR	$1,600.00	$100.00	-94%
	Used item to get equipment on or off highway				
6	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	$2,000.00	$2,000.00	0
7	GENERAL EXCAVATION	CU.YD.	$2,608.00	$1,072.20	-17%
	Location quantities to high				
8	1"-0 AGGREGATE BASE	TON	$12,825.00	$12,573.54	-2%
9	CLASS "B" ASPHALT MIX	TON	$16,800.00	$15,708.96	-6%
10	TRUCK SCALE APPROACH SLABS	LUMP SUM	$6,390.00	$6,390.00	0
11	12-INCH SEWER PIPE	LIN.FT.	$600.00	$480.00	-20%
	Location quantities were 1 joint longer				
12	CONC. INLETS TYPE G-1	EA.	$700.00	$700.00	0
13	EXTRA FIR PAVED DITCHES	SQ.YD.	$2,520.00	$1,503.00	-40%
	Revised ditch section				
14	CONCRETE BARRIER	LIN.FT.	$2,250.00	$2,070.00	-8%
15	DELINEATORS TYPE 2	EA.	$240.00	$200.00	-17%
16	DELINEATORS TYPE 3	EA.	$400.00	$340.00	-15%

Both types of delineators revised from location quantities

NOTE: Additional money's will be spent on anticipated items
at a later date.

9535 15

ROAD DESIGN SECTION 378-6558

Jerry C. Thackery
Region 4 Design Engineer

September 26, 1979

AD Olson
Adrian D. Olson
Preliminary Design Engineer

Sisters Scale Site Improvement
Jct. of McKenzie-Bend and
McKenzie Highways
Deschutes County

Attached is the following data for the proposed improvement of the Sisters scale site:

1	roll	plan and profile
1	roll	cross sections and profile
1		cost estimate
1		drawing scale pit reinforced approach slab and concrete surfacing

I am also returning the following:

1		vicinity map
1	envelope	field notes and photographs
1	drawing	plat showing ownership information
1	drawing	existing scale pit and equipment

The estimated cost to improve the scale site without improving the parking area would be $48,000. This plan would have approximately 750 cu yds of excess material that could be placed in the waste area right of Sta 2+00 as indicated on the cross sections.

To improve the parking area as shown on the plan would cost an additional $10,500 if 18" of aggregate surfacing were used, or $15,800 if asphaltic concrete surfacing is used, 6" AC and 12" Agg base. There would be an additional 350 cu yds of excess material that could be placed in the waste area right of Sta 2+00.

Frank Chalupsky, the chief weighmaster, indicated he would prefer truck parking only on the southeast side of the scale area.

ADO:cj
cc: F. Chalupsky

✓

RECEIVED
SEP 27 1979
ROAD DESIGN SECTION

✓ Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up __/__/__
Action

1982 2nd St.-3rd St. Int. Sec. 9536
on the Eugene-Springfield Hwy. in
Springfield. (Gr., Pav., Sign., Sig.)

4536

2

November 16, 1984

HAI

The Honorable John Lively
Mayor, City of Springfield
225 North 5th Street
Springfield, Oregon 97477

I have your letter regarding the maintenance of State highways in Springfield. Our Region Engineer, Jim Gix, informs me that he has been in contact with you and intends to meet with you and the full City Council in early December. I can assure you that nothing has changed our agreement regarding improved cooperation between our two agencies in order to optimize the use of highway funds.

It is unfortunate that recent highway projects have not met our own goals of appearance and usefulness and that communication gaps have made the situation seem worse.

We will commit ourselves once again to better communication and better explanations of our future plans for the Springfield area.

Fred D. Miller
Director

cc Jim Gix

JJG:cw sl

bc H. S. Coulter
Larry Asburry

```
****************************************************************
*                                                              *
* DELIVER TO: W. E. SC[illegible]ARTZ                          *
*                                                              *
*                                                              *
* ORIGINAL                                                     *
* SENT:           11/13/84  TIME: 11:51                        *
* FROM:           REGION 3 HWY                                 *
* SUBJECT:        HIGHWAY MAINTENANCE, SPFGLD.                 *
* PRINT DATE:     11/13/84  TIME: 11:52                        *
*                                                              *
****************************************************************
```

TO: W. E. SCHWARTZ

FROM: JAMES J. GIX

RE: MAINTENANCE OF STATE HIGHWAYS IN SPRINGFIELD

I HAVE CONTACTED MAYOR JOHN LIVELY AND CITY MANAGER MIKE KELLY OF THE CITY OF SPRINGFIELD AND DISCUSSED THE MAYOR'S LETTER OF NOVEMBER 5, 1984 AT LENGTH.

I HAD PREVIOUSLY RESPONDED TO A LETTER FROM MAYOR LIVELY ADDRESSED TO ME ON MANY OF THE SAME ISSUES. THE SECOND LETTER CAME AS A RESULT OF A MINORITY REPRESENTATION ON THE CITY COUNCIL THAT THE MAYOR WAS NOT BEING TOUGH ENOUGH ON THE HIGHWAY DIVISION. IT WAS AGREED THAT I WOULD ATTEND A CITY COUNCIL MEETING ON THIS SUBJECT ON DECEMBER 10 TO MAKE A FORMAL PRESENTATION AND PROVIDE ASSURANCE TO THE CITY THAT THE HIGHWAY DIVISION IS TRYING TO LIVE UP TO COMMITMENTS MADE BY MR. MILLER OVER A YEAR AGO.

NOTED
W. E. SCHWARTZ

WE INTEND TO HAVE CONVERSATIONS AND MEETINGS WITH THE INDIVIDUALS ON THE COUNCIL SO THE FORMAL MEETINGS WILL BE A FORMALITY TO ASSURE OUR CONTINUED COOPERATION WITH THE CITY OF SPRINGFIELD.

THE FOLLOWING IS A SUGGESTED DRAFT REPLY FOR MAYOR JOHN LIVELY: — DRAFT FOR MILLE

"I HAVE YOUR LETTER REGARDING THE MAINTENANCE OF STATE HIGHWAYS IN SPRINGFIELD. OUR REGION ENGINEER, JIM GIX, INFORMS ME THAT HE HAS BEEN IN CONTACT WITH YOU AND INTENDS TO MEET WITH YOU AND THE FULL CITY COUNCIL IN EARLY DECEMBER. I CAN ASSURE YOU THAT NOTHING HAS CHANGED OUR AGREEMENT REGARDING IMPROVED COOPERATION BETWEEN OUR TWO AGENCIES IN ORDER TO OPTIMIZE THE USE OF HIGHWAY FUNDS.

O.K. - WES

IT IS UNFORTUNATE THAT RECENT HIGHWAY PROJECTS HAVE NOT MET OUR OWN GOALS OF APPEARANCE AND USEFULNESS AND THAT COMMUNICATION GAPS HAVE MADE THE SITUATION SEEM WORSE.

WE WILL COMMIT OURSELVES ONCE AGAIN TO BETTER COMMUNICATION AND BETTER EXPLANATIONS OF OUR FUTURE PLANS FOR THE SPRINGFIELD AREA."

JJG:CW

CC LARRY ASBURRY

FTo —
fairly tight
b-up date

SPRINGFIELD

CITY OF SPRINGFIELD
Office of the Mayor/City Manager

RECEIVED
STAT HWY ENGR
NOV 7 '84
REFER TO
11-8-84 Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
DOT DIRECTOR
NOV 07 '84
REFER TO
Hunter
FOR

Info	Answ	R/D	D/R	Sign	Act	File
		✓				

November 5, 1984

Mr. Fred Miller, Director
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Subject: Maintenance of State Highways in Springfield

Dear Mr. Miller:

It is unfortunate that I must write this letter. However, it is necessary in order to convey to you how disappointed the Springfield City Council and I are with recent Highway Division activities in Springfield.

As you may recall from our meeting in Springfield over a year ago, you and I agreed that there must be increased and improved cooperation between our two agencies in order to optimize the use of highway funds. We also agreed that the State has the responsibility to be a member of our community and to be interested in its development rather than simply an absentee landlord with no pride of ownership. In spite of these agreements, we feel the Highway Division has recently performed in a sub-par fashion in three recent activities.

OVERLAY OF THE 2nd-3rd STREETS COUPLET

We were delighted that this project was placed in the current Six-Year Highway Improvement Program for construction in the summer of 1984. The final product, however, is one which is embarrassing and, aesthetically, at least, leaves the streets looking worse than they did before the project began. Some of the major inadequacies are:

1. Excess oil in the asphalt caused many large ponds of oil in the pavement which then had to be excavated and patched.
2. The gutter bars were paved over, creating poor drainage, hazards for bicyclists, and poorly functioning wheelchair ramps.
3. Some planing of the overlay from gutter bars has been done, leaving a poor appearance.
4. The streets were striped, then the striping removed and replaced--again, leaving a poor appearance.

PAVEMENT SCARIFYING ON MAIN AND SOUTH "A" STREETS

As a maintenance activity, Highway Division crews have scarified the pavement surfaces of Main and South "A" Streets, purportedly to increase skid resistance. The work does not appear to be of professional quality and further tarnishes the already tarnished appearance of these streets. No explanation or justification for this aesthetically damaging work has been offered--either before or after it was done.

STORAGE OF WASTE MATERIALS AT 52nd AND HIGHBANKS

About a year ago, State Highway Division forces began storing waste pavement rubble on State lands at the intersection off 52nd Street and Highbanks Road. City staff complaints that this storage creates an eyesore and violates the City's Zoning Code have been to no avail. The pile of material continues to grow and is possibly 15 feet high and 100 feet long.

These three activities by the State have generated many, many citizen complaints. Unfortunately, they are often perceived to be City projects.

We realize that such work quality would not be tolerated by State staff in Portland, Eugene, Salem and other cities. We feel that it is also unacceptable in Springfield. We know that if you were to see this work, you would find it not to your own standards.

Therefore, I request a meeting with you so that we can rectify some of these problems and, at least, prevent their repetition. It is apparent that we must not only share common objectives, but we must also share standards of work.

I look forward to hearing from you.

Sincerely,

John D. Lively

John D. Lively
Mayor

CITY OF SPRINGFIELD

cc: Jim Gix
    Larry Asburry

9536

EUGENE SAND & GRAVEL, INC.
P.O. BOX 1067 · EUGENE, OREGON 97440 · (503) 683-6400
3000 DELTA HIGHWAY NORTH

RECEIVED
STATE HWY ENGR
NOV 21 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

EUGENE MAINTENANCE
RECEIVED
NOV 16 1984 NOV 15 1984
☐ ADE ☒ DOM ☐ SEC
AS AA RAS

cc Jim [illegible]

November 14, 1984

John Lively
Mayor
Springfield, OR 97477

[illegible]

Dear John,

On Saturday, November tenth, the Springfield NEWS carried a front-page article about your concerns over some work done by the State Highway Department. My judgment is that the tone of the article is such that the average reader was led to believe that neither the Department of Transportation people nor Eugene Sand & Gravel knew what they were doing, or did it very well.

I realize it is a bit unfair to beat you around the ears with a rolled up newspaper because of the tone of a press story, and I won't do that. It may be helpful to you to know some of the more technical details of the job we worked on.

For several years, the Department of Transportation has been aggressively searching for ways to stretch the shrinking tax dollar. They have been willing to experiment and innovate with new and different ideas, and techniques. They should be commended for that. The job we did for them was patterned after some work that has been tried in other states with some success. Oregon needed to find out if it would work under our conditions. They tried seven similar but different jobs with slightly different conditions. Apparently ours was the only one that didn't work out fairly well. The article was correct in saying Eugene Sand & Gravel had no experience with the conditions on that job. Neither had anyone else, but the quality of the product was not due to our inexperience. We were dealing with some materials that didn't work out very well for the conditions that existed. I doubt if the State will again try that particular material under the same conditions.

My main reason for writing is not to make you feel better about our company, but to suggest that both you and Brian Obie make a major effort to motivate the Department of Transportation to invest some reasonable amount of money for highway maintenance and construction in this area. For a variety of reasons, we haven't been getting our fair share.

cy Schwartz — info

Ben Franklin once said that we cannot antagonize and favorably influence at the same time. I believe it. I would like to see you and Brian figure out a way that the Department of Transportation would want to invest almost all of the money in our area.

Very best regards

Eugene Sand & Gravel, Inc.

John

John W. Alltucker

cc: Larry Asbury
Brian Obie
Editor - Springfield NEWS

the springfield NEWS lane county's people paper

Saturday, November 10, 1984

3 Sections, 38 Pages, 25 Cent

001-01 440 0011 02/15/85
GUISTINA BROS
PO BOX 787
EUGENE OR 97440

NOTED
H. & COULTER

Mary

1st [illegible]!

City protests road work done by state

By ERIC JONES
News Staff Writer

The city of Springfield and the Oregon Department of Transportation are going down a bumpy road in the wake of several recent "experiments" by the state Highway Division.

The quality of the repaving job on the Second-Third Street couplet, the grooves cut into the pavement at Main and 42nd streets and other locations and the storage of pavement rubble at the intersection of 52nd Street and Highbanks Road prompted Springfield Mayor John Lively to write a letter of complaint Nov. 5 to Fred Miller, director of the state transportation department.

"As you may recall from our meeting in Springfield over a year ago, you and I agreed that there must be increased and improved cooperation between our two agencies in order to optimize the use of highway funds," Lively said in the letter.

"We also agreed that the state has the responsibility to be a member of our community and interested in its development rather than simply an absentee landlord with no pride of ownership.

"In spite of these agreements, we feel the Highway Division has recently performed in a sub-par fashion in three recent activities," Lively said, detailing the ponds of oil which had to be excavated from the couplet paving, the scars cuts into Main Street and South A Street "purportedly to increase skid resistance," and the pile of rubble 15 feet high and 100 feet long at 52nd Street and Highbanks Road.

"We realize that such work quality would not be tolerated by state staff in Portland, Eugene, Salem and other cities," Lively concluded. "We feel it is also unacceptable in Springfield. We know that if you were to see this work, you would find it not to your own standards."

Miller received Lively's letter on Nov. 7 but would not be able to respond to th specific concerns until Nov. 15, secretary at the transportatio department said.

Larry Asburry, maintenance distric supervisor, said this is the first yea pavement has been "scarified" for ski control in Springfield and on Highway 9 in Eugene. Areas were chosen fo scarifying based on skid resistance test and accident records, Asburry said.

· Please turn to City, Page 3

City

Continued from Page 1A

Lively said the waffle-like patterns cut into the road surface "do not appear to be of professional quality and further tarnish the already tarnished appearance of these streets."

Motorcyclists and bicyclists have complained that the grooved surface is dangerous, particularly because it is not marked as a grooved roadway.

Jim Gix, regional engineer for the Highway Division, said the swelled and slick areas that appeared on the Second-Third Street couplet apparently were the result of a substandard grade of asphalt.

Eugene Sand & Gravel was awarded the $117,255 project this summer but had never worked with a new type of flexible road overlay, an assistant project director for the Highway Division said Friday. A thin but flexible mix of asphalt and crushed rock was used in seven projects, including a major job on Highway 58 just east of Pleasant Hill, with poor results only in Springfield, Gix said.

"You've got to understand that at the bottom of the barrel of crude (oil) is where the asphalt comes from," Gix said. "The problem has been that the asphalt industry, not us, makes the selection on where the crudes come from."

The batch of asphalt used in a two-inch-thick overlay in Springfield wasn't up to snuff and caused pools of oil to rise to the surface of the pavement, creating a dangerous situation. Highway Division crews subsequently dug up the areas were oil had pooled and repatched the road.

Lively expressed concern that "the final product ... is one which is embarrassing and, aesthetically, at least, leaves the streets looking worse than they did before the project began."

Gix said there are techniques which could be used to improve the appearance of the couplet and make the paving job last longer.

"But I wouldn't attempt a new seal until we've discussed it with (the Lane Regional Air Pollution Authority) and the City Council," Gix added. "We have to have some agreements before any repairs are done."

The state currently maintains about 16 miles of roads — including Main Street, the couplet, South 42nd Street, parts of Jasper Road and Highway 126 (Interstate 105) — within the Springfield city limits. That represents about 10 percent of the roads in Springfield — a higher percentage than in most cities of Springfield's size in Oregon, Gix said.

"Really, if these things happened out on a secondary road in Douglas County, they would never even be noticed," Gix said.

kke

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9/14/84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-HES-28(3)
COMPLETION DATE (Actual) 6/23/83	ACCEPTANCE DATE BY CONRTACT AGENCY 11/29/83	TIME ELAPSED 137 %	CONTRACT TIME 200 C.D.

LOCATION

SR 126, 2nd St. - 3rd St. Couplet in city of Springfield.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

2ND STREET - 3RD STREET INTERCHANGE
Eugene-Springfield Highway
Grading, Paving, Signing, & Signals

This project provided for the construction of roadbed, aggregate base, asphaltic concrete pavement, pipe, guardrail, barrier, concrete walks, concrete curbs, concrete islands, and the installation of traffic signals and signs. A contract in the amount of $320,012.00 was awarded to Wildish Corvallis Construction Company on 9/1/82. Work began on 9/29/82 and was completed in reasonable close conformance with approved plans and specifications, including approved changes, on 6/23/83 at a final cost of $432,567.49 which includes $333,747.05 for original contract work, $13,193.08 for approved price agreement work, $4,915.73 for approved force account work, $9,711.63 for approved state force work and $71,000.00 for construction engineering.

The contract provided for 200 calendar days to complete the work. The number of calendar days used was 278. A 78 calendar day time extension was approved on 11/28/83.

All overruns and underruns have been explained and supported by the state. A copy of the explanation is attached to the division office copy of this report.

RECEIVED
HWY ENGR
OCT 10 '84
REFER TO
Fredrickson
FOR

COPY SENT
OCT 09 1984
STATE

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10/9/84	TITLE Field Operations Engineer	DATE 10/9/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9536

F

DATE: February 14, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
2nd St.-3rd St. Intch. (Springfield) Section
Eugene-Springfield Highway, Lane County
Contract No. 9536

This federal-aid hazard elimination project was recently completed and it is now apparent that the final cost will exceed the project authorization by $30,600 or 7.6 percent. The authorization was previously increased by Commission action at the May 17, 1983 meeting based on minor design revisions required by changing the location of several signal poles and related equipment.

Insufficient quantities of excavation, aggregate base material, asphalt concrete, concrete walls and concrete curbs were provided in the contract to construct the project to the lines and grades indicated on the plans. Overruns of these bid items added more than $10,600 to the cost of the project. The amount of flagging required to protect the public and the workers was also underestimated and this item overran by approximately $4,500.

A revised signing plan improved to correspond with field conditions and to provide better protection for traffic added more than $2,300 to the cost of the project. Additional construction engineering was required to properly handle and inspect the increased work.

There are sufficient funds available in the category of work and all the increase, except $16,900, is eligible for federal participation.

I recommend that the authorization be increased by $30,600 to a new total of $431,352.37. This matter will be on the consent calendar for the February 23 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 3, 1984

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

O.K. - WES

SUBJECT: Request for Increase in Project Authorization
2nd St.-3rd St. Intch. (Springfield) Section
Eugene-Springfield Highway, Lane County
Contract No. 9536

This federal aid hazard elimination project was recently completed and it is now apparent that the final cost will exceed the project authorization by $30,600.00 or 7.6 percent. The authorization was previously increased by commission action at the May 17, 1983 meeting based on minor design revisions required by changing the location of several signal poles and related equipment.

Insufficient quantities of excavation, aggregate base material, asphalt concrete, concrete walls and concrete curbs were provided in the contract to construct the project to the lines and grades indicated on the plans. Overruns of these bid items added more than $10,600 to the cost of the project. The amount of flagging required to protect the public and the workers was also underestimated and this item overran by approximately $4,500.

A revised signing plan improved to correspond with field conditions and to provide better protection for traffic added more than $2,300 to the cost of the project. Additional construction engineering was required to properly handle and inspect the increased work.

There are sufficient funds available in the category of work and all the increase, except $16,900, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $30,600.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix
D. W. Greene
R. D. Church
D. E. Swan

81-125-1387

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO. F-HES-28(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20125

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/26/83
8. FEDERAL ROUTE NUMBER Primary 28
9. STATE ROUTE NUMBER Secondary 227

10. GENERAL LOCATION
2nd Street – 3rd Street Interchange

11. GENERAL DESCRIPTION OF WORK
Remove existing traffic signal heads and install programmable heads

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/26/83 as requested in Mr. Keasey's letter of 12/28/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $500 Federal Funds $441.

RECEIVED
STATE HWY ENGR
JAN [illegible] '84
REFER TO
FOR
Info

14. DATE 1/12/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 19, 1983

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

CON 5
#9536

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

Thank you for your Release of Claim addressed to the Industrial Indemnity Company dated December 8, 1983.

This was in connection with fringe benefits due the employees of Bogart Construction Company on Contract No. 9536 with Wildish Corvallis Construction Company for work on 2nd Street-3rd Street Interchange in Springfield, Lane County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
PO Box 7428
Eugene, OR 97401

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

RWG:kjm

12-19-83

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Industrial Indemnity Co.
421 S.W. 6th Ave.
Portland, Oregon 97204

Attn: Bond Department

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS hereby release their claim dated September 6, 1983 for fringe benefits due to the employees of Bogart Construction Co., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, against Bond No. YS 849-5265 which Wildish Corvallis Construction Co. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and Industrial Indemnity Co., is the surety, for that project known as Second Street - Third Street Interchange #9136, Lane County, Oregon.

DATED: December 8, 1983

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210
227-6012

RECEIVED
DEC 9 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Secretary of State
Bogart Construction
Wildish Corvallis Construction Co.
Oregon Department of Transportation

CERTIFIED
P22 5313463
MAIL

December 13, 1983

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9536

Gentlemen or Ladies:

On December 1, 1983, we wrote to you concerning release of final payment on Contract No. 9536 awarded to Wildish Corvallis Construction Co., for work on the 2nd Street-3rd Street Interchange (Springfield) Section of the Eugene-Springfield Highway in Lane County.

Final payment on this contract is $12,700 and the total contract amount is $351.355.86 including $4,915.73 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

de

cc: Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. T. Kessey
Walt Hart
James Gix

9536 5

November 28, 1983

CON

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, Oregon 97401

Time Extension Request
2nd St.-3rd St. Interchange (Springfield)
Contract No. 9536
FAP No. F-HES-28(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 78 calendar days is granted due to the performance of extra and additional work. The adjusted contract time of completion for this contract is 278 calendar days. This will eliminate all liquidated damages under this contract.

for W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Doug Greene w/att.
FHWA w/att.
Bob Church

Form 81-734-3050

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
November 17, 1983

FROM: D. W. GREENE
Project Manager

TO: Jim Gix
Region Engineer

Attention: J. X. Wilson
Region Construction Engineer

SUBJECT: Forwarding of Time
Extension
2nd St. - 3rd St.
Interchange
Lane County
Contract No. 9536

Attached hereto is a request from the Contractor on subject project for an extension of time.

I am forwarding the Contractor's and this office's analyses of the reasons and/or causes for the project not being completed in the specified time.

This project was set up with calendar days and it is this writer's recommendation that calendar days not be used on any project where this is going to force the Contractor into grading and paving during the winter months.

11-23-83

W.E. Schwartz –

Price Agreement No. 9 revised the permanent signing was issued a few days before expiration of contract time and was the last contract work completed. While there were other concurrent delays – some caused by the state, and some by the contractor – they are meaningless since the late sign revision change order determined the contract completion. I recommend a 78 calendar day time extension due to work done under P.A.-9.

O.B. Jackmond

DWG:cdh

Enclosures

cc: File

ROSEBURG REGION
RECEIVED
NOV 21 1983

RE	TLE	RUS	RDS	FAS
RTS	AFS	TI	RSR	RFF
RLE	GEO	PBI	SEC	[illegible]

RECEIVED
NOV [illegible] 1983
CONSTRUCTION
SECTION

OM
CA
LS
TC
FS
CP

11-22-83

CC: O. B. Jackmond – There may be some overlap in delays but it appears we can certainly justify the needed 78 days to eliminate liquidated damages.

7

CL 83-172

5

✓bc: Secretary of State - Please advise of the filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by Fred Hughes.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9536

FILED
SEP 19 1983
NORMA PAULUS
SECRETARY OF STATE

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes, Trust Coordinator

Gentlemen:

This will acknowledge the Notice of Claim dated September 6, 1983, addressed to Industrial Indemnity Company concerning the following Highway Division contract:

FILED BY:	Oregon Laborers Employers Trust Funds
AMOUNT:	$312.84 which includes liquidated damages of $32.51 & interest of $6.28
FOR:	Fringe benefits due employees of Bogart Construction Co., working under the jurisdiction of Oregon, Southern Idaho & Wyoming District Council of Laborers
AGAINST (Prime contractor)	Wildish Corvallis Construction Co.
CONTRACT NO.:	9536
PROJECT:	2nd Street-3rd Street Interchange (Springfield) Section of the Eugene-Springfield Highway in Lane County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter of Oregon

9-20-83 kjm

We will advise the surety and the contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office when the claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

Wildish Corvallis Const. Co.
PO Box 7428
Eugene, OR 97401

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Industrial Indemnity Co.
421 S.W. 6th Ave.
Portland, Oregon 97204
Attn: Bond Department

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Bogart Construction Co., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of Three Hundred Twelve and 84/100 Dollars ($312.84) which includes liquidated damages of Thirty Two and 51/100 Dollars ($32.51) and interest of Six and 28/100 Dollars ($6.28) against Bond No. YS 849-5265 which Wildish Corvallis Construction Co. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and Industrial Indemnity Co., is the surety, for that project known as Second Street - Third Street Interchange #9536, Lane County, Oregon.

DATED: September 6, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

CERTIFIED
P22 6313373
MAIL

RECEIVED
SEP -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Secretary of State
Bogart Construction
Wildish Corvallis Construction Co.
Oregon Department of Transportation

STATE COPY

9556

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-57458
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-12-83

State: OREGON
County: LANE
Project Number: F-HES-28(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 410,708	$ 432,209
Federal funds	195,079 (010) $ 170,529 (141)	205,308 (010) $ 179,439 (141)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 6, 1983

FEDERAL AID PROJECT NO. F-HES-28(3)

2ND STREET-3RD STREET INTERCHANGE (SPRINGFIELD) SECTION
EUGENE-SPRINGFIELD HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION

Subtotal of Previous Estimate of April 6, 1983	$130,521.76

PREVIOUS ESTIMATE

Flagmen	275	Hour	22.00	$ 6,050.00
Concrete Islands	6	Cu. Yd.	100.00	600.00
Type A Signs in Place	246	Sq. Ft.	20.00	4,920.00
Class "B" Asphalt	1,180	Ton	27.00	31,860.00
12-inch Culvert Pipe	25	Lin. Ft.	20.00	500.00
				$ 43,930.00

REVISED ESTIMATE

Flagmen	387	Hour	22.00	$ 8,514.00
Concrete Islands	55	Cu. Yd.	100.00	5,550.00
Type A Signs in Place	296	Sq. Ft.	20.00	5,920.00
Class "B" Asphalt	1,209	Ton	27.00	32,634.00
12-inch Culvert Pipe	70	Lin. Ft.	20.00	1,400.00
				$ 54,018.00
			Increase	10,088.00
			SUBTOTAL	140,609.76
			Engineering	21,091.24
			TOTAL	$161,701.00

TYPE CODE Y033
TRAFFIC SIGNALS

Total the same as previous estimte of April 6, 1983	$ 71,129.00

TYPE CODE Y088
CHANNELIZATION (HAZARD ELIMINATION PORTION)

Total the same as previous estimate of April 6, 1983	$ 82,583.07

PREVIOUS ESTIMATE

Flagmen	225	Hour	22.00	$ 4,950.00
1"-0 Aggregate Base	1,100	Ton	5.15	5,665.00
Class "B" Asphalt	850	Ton	27.00	22,950.00

Concrete Curbs	850 Lin. Ft.	4.50	3,825.00
Type "A" Signs in Place	126 Sq. Ft.	20.00	2,520.00
			$ 39,910.00

REVISED ESTIMATE

Flagmen	317 Hour	22.00	$ 6,974.00
1"-0 Aggregate Base	1,285 Ton	5.15	6,617.75
Class "B" Asphalt	871 Ton	27.00	23,517.00
Concrete Curbs	978 Lin. Ft.	4.50	4,401.00
Type "A" Signs in Place	151 Sq. Ft.	20.00	3,020.00
Wood Sign Posts (P.A. #9)	All Required		418.32
Sign Supports (P.A. #9)	All Required		1,162.51
Type "F" & "G" Signs (PA #9)	All Required		280.50
Type "H" & "I" Signs (PA #9)	All Required		183.60
Remove Curbs & Sidewalks (E.W.O. #2)	All Required		2,833.63
			$ 49,408.31

Increase	$ 9,498.31
SUBTOTAL	92,081.38
Engineering	13,811.62
TOTAL	$105,893.00

TYPE CODE Y033
TRAFFIC SIGNALS (HAZARD ELIMINATION PORTION)

Total the same as previous estimate of April 6, 1983 $ 93,486.00

Length of Project ----------------- 0.0 mi.

SUMMARY OF FUNDS

DESCRIPTION	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Channelization	90%	$105,893	$ 95,303	$ 5,295	$ 5,295
Traffic Signals	90%	93,486	84,136	4,675	4,675
SUBTOTAL		$199,379	$179,439	$ 9,970	$ 9,970
Channelization		$161,701	$142,587	$ 9,557	$ 9,557
Traffic Signals		71,129	62,721	4,204	4,204
SUBTOTAL		$232,830	$205,308	$13,761	$13,761
TOTAL		$432,209	$384,747	$23,731	$23,731

Group 1: 50%; Group 2: 43%
Contract No. 9536
Prefix: 120-1459
Prefix: 120-1064

RHZ:pf

9536

C

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-23 & 24

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-8-83

State Oregon

County Lane

Project Number F-HES-28(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	223,597 (010) $ 164,515 (141)	221,229 (010) $ 189,479 (141)
Federal funds	197,167 (010) $ 148,063 (141)	195,079 (010) $ 170,529 (141)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of April, 1983.

Oregon State Highway Division
(Official name of Highway Agency)

By Gary A. Potter

Program Section Manager
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 6, 1983

Federal-Aid Project
No. F-HES-28(3)

2nd Street-3rd Street Interchange (Springfield) Section
Eugene-Springfield Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization

Subtotal of previous estimate of February 22, 1983 $127,312.06

Previous Estimate

Type III Conc. Pipe (PA #2)		All Required	200.00
Construct Manhole (PA #2)		All Required	650.00
General Excavation	676 Cu. Yd.	5.25	3,549.00
1"-0 Aggregate Base	2,000 Ton	5.15	10,300.00
Concrete Curbs	1,400 Lin. Ft.	4.50	6,300.00
			$20,999.00

Revised Estimate

Type III Conc. Pipe (PA #2)		All Required	0.00
Construct Manhole (PA #2)		All Required	0.00
General Excavation	1,026 Cu. Yd.	5.25	5,386.50
1"-0 Aggregate Base	2,248 Ton	5.15	11,577.20
Concrete Curbs	1,610 Lin. Ft.	4.50	7,245.00
			$ 24,208.70

Increase	3,209.70
Subtotal	130,521.76
Engineering	19,578.24
TOTAL	$150,100.00

Type Code Y033
Traffic Signals

Subtotal of previous estimate of February 22, 1983		67,121.40

Previous Estimate

Traffic Signal Revision (PA #3)	All Required	5,269.40

Revised Estimate

Traffic Signal Revision (PA #3)	All Required	0.00
	Decrease	5,269.40
	Subtotal	61,852.00
	Engineering	9,277.00
		$71,129.00

Type Y008

Channelization (Hazard Elimination Portion

Subtotal of previous estimate of September 13, 1982		71,449.94

Additional Items

Type III Conc. Pipe (PA #2)		All Required	200.00
Construct Manhole (PA #2)		All Required	650.00
Remove Curbs and Sidewalks and Adjust Manholes (E.W.O. #2)		All Required	2,833.63
Additional Concrete Sidewalks (PA #7)	450 Sq. Yd.	17.75	7,987.50
Additional Guard Rail and Type 1 Anchor (PA #8)	70 Lin. Ft.	6.60	462.00
			$12,133.13
		Increase	12,133.13
		Subtotal	83,583.07
		Engineering	12,409.93
		TOTAL	$95,993.00

Type Code Y033
Traffic Signals (Hazard Elimination Portion)

Subtotal of previous estimate of September 13, 1982		73,498.00

Additional Items

Adjust Signal Heads and Install Cable (E.W.O. #1)	All Required	1,500.00
Electrical Service (S.F.O. #4)	All Required	1,025.00
Traffic Signal Revision (PA #3)	All Required	5,269.40
		$ 7,794.40
	Increase	7,794.40
	Subtotal	81,292.40
	Engineering	12,193.60
	TOTAL	$93,486.00

Length of Project: 0.0 miles

Summary of Funds

Description	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Channelization	88.18%	$150,100	$132,358	$ 8,871	$ 8,871
Traffic Signals	88.18%	71,129	62,721	4,204	4,204
Subtotal		$221,229	$195,079	$13,075	$13,075
Channelization	90.0%	$ 95,993	$ 86,393	$ 4,800	$ 4,800
Traffic Signals	90.0%	93,486	84,136	4,675	4,675
Subtotal		$189,479	$170,529	$ 9,475	$ 9,475
TOTAL		$410,708	$365,608	$22,550	$22,550

Group 1: 57%; Group 2: 43%
Contract No. 9536
Prefix: 120-1459
Prefix: 120-1064

9536

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 3-17	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER	3-1-83	Project Number F-HES-28(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	213,736 (010) $ 164,515 (141)	223,597 (010) $ 164,515 (141)
Federal funds	188,472 (010) $ 148,063 (141)	197,167 (010) $ 148,063 (141)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swa

Acting Program Section Manager
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Federal-Aid Project
No. F-HES-28(3)

Oregon State Highway Divis[illegible]
Salem, Oregon February 22, 1983

2nd St.-3rd St. Interchange (Springfield)
Eugene-Springfield Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization

Subtotal of previous estimate of September 13, 1982		$ 126,462.06
Additional Items		
Type III Conc. Pipe (P.A. #2)	All Required	$ 200.00
Construct Manhole (P.A. #2)	All Required	650.00
		$ 850.00
	Increase	$ 850.00
	Subtotal	$ 127,312.06
	Engineering	19,095.94
	Total	$ 146,408.00

Type Code Y033
Traffic Signals

Subtotal previous estimate of September 13, 1982		$ 61,852.00
Additional Items		
Traffic Signal Revisions (P.A. #3)	All Required	$ 5,269.40
	Increase	$ 5,269.40
	Subtotal	$ 67,121.40
	Engineering	10,067.60
	Total	$ 77,189.00

Type Code Y008
Channelization (Hazard Elimination Portion)

Total the same as previous estimate of September 13, 1982 $ 81,095.00

Type Code Y033
Traffic Signals (Hazard Elimination Portion)

Total the same as previous estimate of September 13, 1982 $ 83,420.00

Length of Project ---------- 0.0 miles

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Channelization	88.18%	$ 146,408.00	$ 129,102.00	$ 17,306.00	$ ---
Traf. Signals	88.18%	77,189.00	68,065.00	9,124.00	---
Subtotal		$ 223,597.00	$ 197,167.00	$ 26,430.00	$ ---
Channelization	90.0%	81,095.00	72,985.00	8,110.00	---
Traf. Signals	90.0%	83,420.00	75,078.00	992.00	7,350.00
Subtotal		$ 164,515.00	$ 148,063.00	$ 9,102.00	$ 7,350.00
Total		$ 388,112.00	$ 345,230.00	$ 35,532.00	$ 7,350.00

Group 1 - 57%; Group 2 - 43%
Contract No. 9536
Prefix: 120-1459
Prefix: 120-1064

0536

OMB No. 04-R2083

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-100 4 (1)	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** September 17, 1982	State Oregon County Lane Project No. F-HES-28(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

2nd-3rd St. Interchange (Springfield)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-30-82	0.00
OTHER (Specify)		

FUNDS PRO RATA %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
213,736.00 (010) $ 164,515.00 (141)	188,472.00 (010) $ 148,063.00 (141)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement; its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

S- File

Oregon State Highway Division
Salem, Oregon September 13, 1982

Federal-Aid Project
No. F-HES-28(3)

2nd St.-3rd St. Interchange (Springfield)
Eugene-Springfield Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization

Mobilization	(57%)	All Required	$ 15,351.81
Temporary Protection and Direction of Traffic	(55%)	All Requird	2,750.00
Temporary Signs	440 Sq. Ft.	20.00	8,800.00
Temporary Barricades	11 Each	25.00	275.00
Temporary Plastic Safety Markers	33 Each	25.00	825.00
Sequential Arrow Signs	1 Each	800.00	800.00
Flagmen	275 Hour	22.00	6,050.00
Removal of Structures and Obstructions	(50%)	All Required	1,250.00
General Excavation	676 Cu. Yd.	5.25	3,549.00
Trench Excavation	170 Cu. Yd.	5.00	850.00
Finishing Roadbed and Slopes	(60%)	All Required	900.00
1"-0 Aggregate Base	2,000 Ton	5.15	10,300.00
Class "B" Asphalt Concrete	1,180 Ton	27.00	31,860.00
12-inch Culvert Pipe	25 Lin. Ft.	20.00	500.00
8-inch Sewer Pipe	55 Lin. Ft.	12.00	660.00
12-inch Sewer Pipe	320 Lin. Ft.	12.25	3,920.00
18-inch Sewer Pipe	25 Lin. Ft.	16.00	400.00
Extra for Pipe Under Pavement	80 Lin. Ft.	8.00	640.00
Concrete Inlets, Type CG-1	5 Each	445.00	2,225.00
Concrete Inlets, Type D	1 Each	400.00	400.00
Concrete Inlets, Type G-2MA	2 Each	500.00	1,000.00
Guardrail, Type 2A	175 Lin. Ft.	17.10	2,992.50
Guardrail, Type 3	25 Lin. Ft.	20.00	500.00
Guardrail Anchors, Type 1	1 Each	350.00	350.00
Extra for Guardrail Bridge Connectionsq	1 Each	380.00	380.00
Rail End Pieces, Type C	1 Each	125.00	125.00
Concrete Curbs	1,400 Lin. Ft.	4.50	6,300.00
Concrete Islands	6 Cu. Yd.	100.00	600.00
Concrete Barrier	265 Lin. Ft.	26.25	6,956.25
Adjusting Inlets	3 Each	200.00	600.00
Removal of Existing Sign Installations	(15%)	All Required	150.00

Wood Sign Posts		All Required	$ 500.00
Sign Support Footings	(89%)	All Required	1,112.50
Breakaway Sign Posts		All Required	2,500.00
Signal Pole Mounts	(25%)	All Required	200.00
Type "A" Signs in Place	246 Sq. Ft.	20.00	4,920.00
Type "C" and "D" Signs in Place	25 Sq. Ft.	10.00	250.00
Type "EE" Signs in Place	18 Sq. Ft.	15.00	270.00
Move and Reinstall Existing Signs		All Required	500.00
			$ 122,512.06

Anticipated Items

Permanent Signing	(50%)	All Required	$ 1,000.00
Permanent Pavement Striping	(50%)	All Required	2,000.00
Temporary Pavement Striping	(50%)	All Required	700.00
Roadside Seeding and Mulching	(50%)	All Required	250.00
			$ 3,950.00
		SUBTOTAL	$ 126,462.06
		Engineering	17,071.94
		TOTAL	$ 143,534.00

Type Code Y033
Traffic Signals

Traffic Signal Installation, Complete	(47%)	All Required	$ 56,400.00
Fire Preemption System, Complete	(37%)	All Required	3,700.00
			$ 60,100.00

Anticipated Items

Signal Controller Testing	(48%)	All Required	$ 1,752.00
		SUBTOTAL	$ 61,852.00
		Engineering	8,350.00
			$ 70,202.00

Type Code Y008
Channelization (Hazard Elimination Portion)

Mobilization	(43%)	All Required	$ 11,581.19
Temporary Protection and Direction of Traffic	(45%)	All Required	2,250.00
Temporary Signs	223 Sq. Ft.	20.00	4,460.00
Temporary Barricades	9 Each	25.00	225.00

Temporary Plastic Safety Markers	25 Each	25.00	625.00
Sequential Arrow Signs	1 Each	800.00	800.00
Flagman	225 Hour	22.00	4,950.00
Removal of Structures and Obstructions	(50%)	All Required	1,250.00
General Excavation	121 Cu. Yd.	5.25	635.25
Finishing Roadbed and Slopes	(40%)	All Required	600.00
1"-0 Aggregate Base	1,100 Ton	5.15	5,665.00
Class "B" Asphalt Concrete	850 Ton	27.00	22,950.00
Concrete Walks	150 Sq. Yd.	11.70	1,755.00
Concrete Curbs	850 Lin. Ft.	4.50	3,825.00
Removal of Existing Sign Installations	(85%)	All Required	850.00
Sign Support Footings	(11%)	All Required	137.50
Single Post Slip Base Sign Supports		All Required	465.00
Single Pole Mounts	(75%)	All Required	600.00
Type "A" Signs in Place	126 Sq. Ft.	20.00	2,520.00
Type "C" & "D" Signs in Place	30 Sq. Ft.	10.00	300.00
Type "EE" Signs in Place	27 Sq. Ft.	15.00	405.00
Type "U" Signs in Place	31 Sq. Ft.	21.00	651.00
			$ 67,499.94

Anticipated Items			
Permanent Pavement Striping	(50%)	All Required	$ 2,000.00
Permanent Signing	(50%)	All Required	1,000.00
Temporary Pavement Striping	(50%)	All Required	700.00
Roadside Seeding & Mulching	(50%)	All Required	250.00
			$ 3,950.00
		SUBTOTAL	$ 71,449.94
		Engineering	9,645.06
		Total	$ 81,095.00

Type Code Y033
Traffic Signals (Hazard Elimination Portion)

Traffic Signal Installations, Complete	(53%)	All Required	$ 63,600.00
Fire Preemption System, Complete	(63%)	All Required	6,300.00
			$ 69,900.00

Anticipated Items				
State Furnished Software		All Required	$	1,700.00
Signal Controller Testing	(52%)	All Required		1,898.00
			$	3,598.00
		SUBTOTAL	$	73,498.00
		Engineering		9,922.00
		TOTAL	$	83,420.00

Length of Project ------------------ 0.0 miles

SUMMARY OF FUNDS

Description	Pro-Rata	Total Cost	Fed. Funds	State Funds	County Funds
Channelization	88.18%	$ 143,534.00	$ 126,568.00	$ 16,966.00	$ ---------
Traffic Signals	88.18%	70,202.00	61,904.00	8,298.00	---------
SUBTOTAL		$ 213,736.00	$ 188,472.00	$ 25,264.00	
Channelization	90.0%	81,095.00	72,985.00	8,110.00	
Traffic Signals	90.0%	83,420.00	75,078.00	992.00	7,350.00
SUBTOTAL		$ 164,515.00	$ 148,063.00	$ 9,102.00	$ 7,350.00
TOTAL		$ 378,251.00	$ 336,535.00	$ 34,366.00	$ 7,350.00

Group 1 57%; Group 2 43%
Contract No. 9536
Prefix: 120-1459 (P.E. Only)
Prefix: 120-1064 (Const.)

9536

227 Misc.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT : 2nd St. - 3rd. St. Interchange(Springfield)
CONTRACT # 9536
HIGHWAY : Eugnen-Springfield
PREFIX # 120-1064
COUNTY : Lane
F.A. # F-HES-28(3)

SUMMARY

	ORIGINAL	SEMIFINAL	+/- %
BID ITEMS	$320,012.00	$333,554.40	+4.2
ANTICIPATED ITEMS	$13,250	$9,124.46	-31.1
CONTINGENCIES	$14,996.79	$17,466.80	+16.5
ENGINEERING	$29,993.58	$69,644.00	+132.2
LIQUIDATED DAMAGES		-$11,700.00	
SUB-TOTAL	$378,252.37		
INCREASE IN AUTHORIZATION	$22,500.00		
TOTALS	$400,752.37	$418,089.66	+4.3

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Banford
Return Do File
By FINAL DESIGN ENGINEER

1 Vanteeg
Anderson
2 Adams
Mesneh
Stoudenmayer
Turpin
Trout
Wakerlig

RECEIVED
AUG 29 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Explanation of Overruns and Underruns for 2nd St.-3rd St. Interchange (Springfield)

Item No.	Item	Unit	Original Quantity	Final Quantity	%+or-
7	Flagmen The Original flagging hours on this project were not adequate to protect the traveling public	Hours	500.0	697.0	+39.4
9	General Excavation The Original estimate was not sufficient to construct this project	Cu. Yds.	797.0	1209.8	+51.8
12	1"-0 Aggregate Base The Original quantity of Aggr. Base was not sufficient to cover the increased excavation and sidewalk quantitics	Tons	3100.00	3627.53	+16.9
16	12" Sewer Pipe The 140 Lin. Ft. shown on note 11-plan sheet 3 was not required	Lin. Ft.	320	169	-47.2
* 27	Concrete Walks The plan quantity did not include enough Sq. Yds. to cover all the walk area shown to be constructed	Sq. Yd.	150.0	394.9	+163.3
38	Type "A" Signs in Place Increased under P.A. 9	Sq. Ft.	372.0	448.2	+20.5
40	Type "EE" Signs in Place Increased under P.A. 9	Sq. Ft.	45.0	93.0	+106.7

See Attatched sheet

* See P.A. #7, [illegible]

Project: 2nd-3rd Street Interchange (Springfield)
Contract: 9536
Prefix: 120-1064

EXPECTED OVERRUN OF PROJECT AUTHORIZATION - Attachments

PA #2 - Furnish and install additional concrete pipe and construct manhole: These items necessary due to a required design change in drainage structures. The additional pipe was required to maintain the normal drainage.

PA #3 - Modify Traffic Signal Installation: This work was required to correct design errors in signal installation.

PA #4 - Delete power source as shown on the plans and use new power source at saving to the State: (Refer to S.F.O. #4)

8" inlet 2A 175' Type 3-25 Anchors (1) GR to [illegible] Type [illegible]

PA #5 - Delete B.I. #15, 20, 22, 23, 24, 25, 26 (Guard Rail Items): The 8" Sewer Pipe and guard rail items were not required on this project. (Refer PA #8)

PA #6 - Construct 2 additional "mountable" concrete islands and increase B.I. #29 from 6 C.Y. to 50 C.Y.: This work was necessary due to a change in signal pole and pedestrian pole location to the middle of the concrete islands.

* PA #7 - Additional concrete Sidewalks: This work was not shown on contract plans and was discussed with Wally Bryant, FHWA and J.X. Wilson, Region Construction Engineer. It was agreed that sidewalks were needed in these locations to allow safe movement of foot traffic through the area.

PA #8 - Adjust Type II Guard Rail and Type I Anchor: This work was necessary to raise the guard rail and type I Anchor to the specified height after the overlay was placed on this section of project.

PA #9 - Modify Permanent Signing: This price agreement requested by the Region Traffic Engineer to protect the traveling public.

EWO #1 - Adjust Signal Heads and span wire mounted Signs at "Q" Street and install additional loop feeder cable for 2nd Street signal modifications: This was not an anticipated item but was needed to reduce the liability to the State. The existing signal heads and interior illuminated signs needed to be adjusted horizontally on the span wires so the heads would be aligned over the proper traffic lanes after the new paving and permanent striping was completed. The original locations after restriping were very confusing and misleading. Additional loop feeder cable was needed to split the advance loops on 2nd Street. This was required because the right lane is a "Right Turn Only" lane.

REPORT NO. 47

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 2ND ST. - 3RD ST. INTCHGE. (SPRINGFIELD)

WEEK ENDING: AUGUST 20, 1983

SECTION PREFIX: 120-1064

HIGHWAY: EUGENE - SPRINGFIELD

COUNTY: LANE

NAME OF JOB: 2ND ST. - 3RD ST. INTCHGE. (SPRINGFIE

KIND OF WORK: GRADING,PAVING,SIGNING & SIGNALS

CONTRACTOR: WILDISH CONVALLIS CONST.

CONTRACT NUMBER: 9536

FEDERAL AID PROJECT NUMBER: F-HES-28(3)

DATE OF CONTRACT: 1 SEPTEMBER 1982

DATE WORK STARTED: 29 SEPTEMBER 1982

ESTIMATED COMPLETION DATE: 23 JUNE 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 200

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 278

PERCENT OF TIME ELAPSED 139.0%

PROJECT AUTHORIZATION: $ 378252.37

EXCLUSIVE OF ENGINEERING: $ 348258.79

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 352043.50

ESTIMATED PERCENT: OVERRUN 1.1 %

ENGINEERING AUTHORIZATION $ 29993.58

ENGINEERING COST TO DATE $ 66300.00

THIS WEEK 0.0

PERCENT OF AUTHORIZATION 221.0 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101.1%

DATE PROJECT WAS COMPLETED: 23 JUNE 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	GUARDRAIL	
	100.%		100.%	100.%		100.%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					2030.0 TN
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3100.0 TN			2081.4 TN
TOTAL QUANTITIES CORRECTED TO DATE		3486.1 TN			2081.4 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3486.1 TN			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO. XXXXXX	SIGNING	CONCRETE WALKS	CONCRETE CURBS	CONCRETE BARRIER	TRAFFIC SIGNALS		
PERCENT	100.%	100.%	100.%	100.%	100.%		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	CLEAR	0		
TUESDAY	CLEAR	0		
WEDNESDAY	CLEAR	0		
THURSDAY	CLEAR	0		
FRIDAY	CLEAR	0		
SATURDAY		0		

K

RECEIVED

[illegible] 1983

TC

FE

SCS

SEO

CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8/14/83 SUNDAY	No Activity this week.
8/15/83 MONDAY	
8/16/83 TUESDAY	
8/17/83 WEDNESDAY	
8/18/83 THURSDAY	
8/19/83 FRIDAY	
8/20/83 SATURDAY	

REMARKS

Project complete - 6/23/83.

2nd Notification - 6/23/83.

3rd Notification - 7/21/83.

Semi-final submitted - 8/19/83.

This will be the last report.

SIGNED D W Greene LOCATION Eugene

D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

75-36

SPRINGFIELD

CITY OF SPRINGFIELD
Department of Public Works

NOTED
H. S. COULTER

May 19, 1983

RECEIVED
STATE HWY ENGR

MAY 23 '83

REFER TO
Schwartz

FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

Mr. L.E. George
Traffic Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Traffic Control Improvements at: 2nd-3rd Street Ramp Connector; 2nd-3rd Street with "Q" Street and McKenzie Highway with 58th Street

Dear Bud,

The recent installation of the subject traffic control improvements have generated numerous compliments from City Council members, Chamber of Commerce, individual businesses and of course City staff. We compliment the Oregon Highway Division, particularly your traffic signal design section, the local district office and Kip Osborn and his crew for doing an outstanding job.

All three of the projects were completed on time or ahead of schedule with a minimum of impact to the motoring public. We sincerely appreciate the cooperative attitude of the State and for allowing the City to have considerable input into the projects.

We are confident that these projects will surely improve circulation and traffic safety. In fact, two businesses in north Springfield have indicated an increase in business since the opening of the 2nd-3rd Street Ramp Connector Project.

NOTED
W. E. SCHWARTZ

225 North 5th Street • Springfield, Oregon 97477 • 503/726-3753

We also thank the Oregon Transportation Commission for including the two 2nd-3rd Street projects in the State's Six Year Highway Improvement Program. Without their assistance Springfield could not have benefited by these improvements.

Again, thank you for a job well done and please pass along our appreciation to those involved in these three projects.

Sincerely,

Kevin Roberts

Kevin Roberts
Traffic Administrator

KR:ch

cc: Anthony Yturri, Chairman, OTC
Fred Miller, Director, ODOT
Jim Gix, Regional Engineer

RECEIVED
DOT DIRECTOR
MAY 1 '83
REFER TO
Coulter

These folks
know what
to do don't they.
Yes!

9536

DATE: May 6, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
2nd-3rd Street Interchange (Springfield)
Eugene-Springfield Highway, Lane County
Contract No. 9536

This Federal-Aid hazard elimination project was 86 percent complete at the end of March, and it now appears that the final cost will exceed the project authorization by $22,500 or 5.9 percent.

It became necessary to revise locations of several poles, add a pedestrian signal head and push button pipe standard and other minor modifications under price agreement in order to better suit field conditions. This work added more than $5,000 to the cost of the project, and also necessitated the addition of curbs and islands at the new pole locations at an additional cost of $4,400.

Nearly $8,000 were required to add sidewalks to the contract to allow the safe movement of foot traffic through the area, and additional signing required to protect the traveling public added more than $3,600 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $22,500 to a new total of $400,752.37. This matter will be on the consent calendar for the May 17 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
J. J. Gix
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: April 26, 1983

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
2nd-3rd Street Interchange (Springfield)
Eugene-Springfield Highway, Lane County
Contract No. 9536

NOTED
H.S. COULTER

This federal-aid hazard elimination project was 86% complete at the end of March, 1983, and it now appears that the final cost will exceed the project authorization by $22,500 or 5.9 percent.

It became necessary to revise locations of several poles, add a pedestrian signal head and push button pipe standard and other minor modifications under price agreement in order to better suit field conditions. This work added more than $5,000 to the cost of the project, and also necessitated the addition of curbs and islands at the new pole locations at an additional cost of $4,400.

Nearly $8,000 was required to add sidewalks to the contract to allow the safe movement of foot traffic through the area, and additional signing required to protect the traveling public added more than $3,600 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $22,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
D. W. Greene
R. D. Church
D. E. Swan

227

ROAD DESIGN SECTION DES 16

Sam Purkey
Project Manager

February 28, 1983

Donald R. Adams
Final Design Engineer

Sign Shop Drawings
2nd-3rd Street Interchange (Springfield)
Eugene-Springfield Highway
Lane County
Contract 9536

RECEIVED
MAR 1 1983
ROAD DESIGN SECTION

Olson
Sullivan

Attached are three sets of approved shop drawings for the Type "A" and Type "U" signs on the above-named project.

One set should be retained by you for file inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc: C. T. Keasey
J. H. Gix
W. G. Beard

1336

December 1, 1982

John Goodson
Director of Public Works
Lane County
3040 N. Delta
Eugene, Oregon 97401

Dear Mr. Goodson:

On August 26, 1982 we received a satisfactory bid from Wildish Corvallis Construction Company for the 2nd St.-3rd St. Interchange (Springfield) project in Lane County. Included in this contract is the traffic signal installation on 2nd St. and 3rd St. at "Q" St.

And, according to our Misc. Contract and Agreement No. 6047, the County should submit an advance deposit for its agreed share of the project costs:

Traffic Signal Project Bid Items:		$137,399.34
Anticipated Additional Items:		
Permanent Signing	$1,000.00	
Permanent Pavement Striping	2,000.00	
Temporary Pavement Striping	700.00	
State Furnished Software	1,700.00	
Roadside Seeding & Mulching	250.00	
Signal Controller Testing	1,900.00	7,550.00
SUBTOTAL		$144,949.34
Contingencies (4 1/2%)		6,522.75
Engineering (5%) at State Expense		-0.00
Basis for Computation of County Share		$151,472.09

COUNTY SHARE & ADVANCE DEPOSIT:
(10% of $151,472.09) = $15,150

Please submit your advance deposit in the amount of $15,150. You may use one of the three options for payment described in the attachment.

Regarding the temporary traffic signal installed on 2nd and 3rd Streets at "Q" Street in 1979, I have been informed by our Accounting Section that the Federal Highway Administration has accepted the project. An itemized statement and final invoice adjusting the County share of the final costs of the temporary signal will be sent to you soon.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan, P.E.
Program Control Engineer

Rec'd check 12-23-82 per Jan Peterson on 1-12-83

KEN:pf
Attachment
bcc w/AD 82-105: Jack Ayres, Region 2
Vern Skoog - Please return completed AD # 82-105 when Advance Deposit is received.

-178

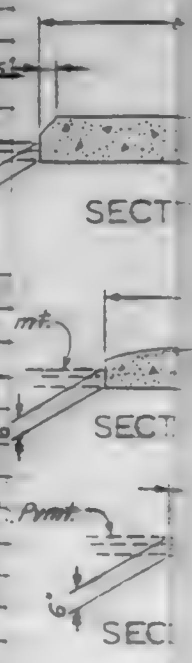
7556 SUMMARY

12-22

ITEM		UNIT	QUANTITY	SEGRE [illegible] OF QUANTITIES "Q" ST. INTERSECTION	RAMP CONNECTION	"Q" ST	RAMP CONN.
Mobilization	26,933	All	All	43%	57%	11,581.19	15,351.81
Temporary Protection and Direction of Traffic	5,000	All	All	45%	55%	2250	2750
Temporary Signs	20.00	Sq.Ft.	663	223	440	4460	8800
Temporary Barricades	25.00	Each	20	9	11	225	275
Temporary Plastic Safety Markers	25.00	Each	58	25	33	625	825
Sequential Arrow Signs	800	Each	2	1	1	800	800
Flagmen	22.00	Hour	500	225	275	4950	6050
ROADWORK							
Removal of Structures and Obstructions	2500	All	All	50%	50%	1250	1250
General Excavation	5.25	Cu.Yd.	797	121	676	635.25	3549
Trench Excavation		Cu.Yd.	170		170	—	850
Finishing Roadbed and Slopes	1500	All	All	40%	60%	600	900
1"-0 Aggregate Base	5.15	Ton	3,100	1,100	2,000	5665	10300
Class "B" Asphalt Concrete	27.00	Ton	2,030	850	1,180	22,950	31,860
12-inch Culvert Pipe		Lin.Ft.	25		25		500
8-inch Sewer Pipe		Lin.Ft.	55		55		660
12-inch Sewer Pipe		Lin.Ft.	320		320		3920
18-inch Sewer Pipe		Lin.Ft.	25		25		400
Extra for Pipe Under Pavement		Lin.Ft.	80		80		640
Concrete Inlets, Type CG-1		Each	5		5		2225
Concrete Inlets, Type D		Each	1		1		400
Concrete Inlets, Type G-2MA		Each	2		2		1000
Guard Rail, Type 2A		Lin.Ft.	175		175		2992.50
Guard Rail, Type 3		Lin.Ft.	25		25		500
Guard Rail Anchors, Type 1		Each	1		1		350
Extra for Guard Rail Bridge Connections		Each	1		1		380
Rail End Pieces, Type C		Each	1		1		125
Concrete Walks	[illegible]	Sq.Yd.	150	150		1755	—
Concrete Curbs	[illegible]	Lin.Ft.	2,250	850	1,400	3825	6300
Concrete Islands	[illegible]	Cu.Yd.	6		6		600
Concrete Barrier	[illegible]	Lin.Ft.	265		265		6956.25
Adjusting Inlets	200	Each	3		3		600
SIGNING							
Removal of Existing Sign Installations	1000	All	All	85%	15%	850	150
Wood Sign Posts		All	All		100%	—	500
Sign Support Footings	[illegible]	All	All	11%	89%	137.50	1112.50
Single Post Slip Base Sign Supports	465	All	All	100%		465	—
Breakaway Sign Posts		All	All		100%	—	2500
Signal Pole Mounts	800	All	All	75%	25%	600	200
Type "A" Signs in Place	20	Sq.Ft.	372	126	246	2520	4920
Type "C" & "D" Signs in Place	[illegible]	Sq.Ft.	55	30	25	300	250
Type "EE" Signs in Place	[illegible]	Sq.Ft.	45	27	18	405	270
Type "U" Signs in Place	21.00	Sq.Ft.	31	31		651	—
Move and Reinstall Existing Signs		All	All		100%	—	500
TRAFFIC SIGNALS							
Traffic Signal Installation, Complete	120,000	All	All	53%	47%	63,600	56,400
Fire Pre-emption System, Complete	10,000	All	All	63%	37%	6300	3,700

$137,349.94 | 182,662.06

$320,012 — ok



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-28(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA — Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20125

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-8-82

8. FEDERAL ROUTE NUMBER Primary 28

9. STATE ROUTE NUMBER Secondary 227

10. GENERAL LOCATION:
2nd Street — 3rd Street Interchange (Springfield)

11. GENERAL DESCRIPTION OF WORK
Provide electrical service for signals and highway illumination. Relocate existing highway illumination.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~ADJUSTED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of your Project Agreement if additional funds are required, I approve the advance authorization date of 11-8-82 as requested in Mr. Keasey's letter of 11-10-82 as being in the public interest for the use of Springfield Utility Board Forces to proceed with the above work. State Force Order No. 4 representing work performed by Springfield Utility Board is approved for a TEC of $1,025, F.F. $904.00.

RECEIVED
STATE HWY ENGR
NOV 19 '82
REFER TO
FOR
Info File

11/2

14. DATE 11-16-82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

2

```
                                                                        OCTOBER 1982          PAGE  128
ACCOUNT SUMMARY = EXPENDITURES & LEDGERS
                                                                            FISCAL           GRAND TOTAL     ACTIVE YRS
      DESCRIPTION            PREFIX  FUNCTION SUB F  GR  CURRENT MONTH   YEAR TO DATE          TO DATE       BEG   END
                            119   1058    946    00 N 9                                              5.83    81    81
                            119   1058    948    00 N 1                                             28.27    81    81
                            119   1058    950    00 P 1                                             98.00    81    81
                            119   1058    950    00 N 1                                             76.42    80    81
                            119   1058    950    00 N 9                                              7.26    80    81
                            119   1058    960    00 N 1                                            163.66    80    80
                            119   1058    960    00 N 9                                              6.82    80    80
                                          TOT       P1                                         642,746.14
                                          TOT       P2                                         952,809.03
                                          TOT       N1                                          99,501.55CR
                                          TOT       N9                                         102,666.34
                                      ** JOB TOTALS **                **                ** 1,598,719.96  **

                                                                                                          STATE
  SPRRXING 42ND, SPRINGFIELD   CONT NO       FA PROJ NOS RRS 1265001 100
                            120   1018    270    01 P 1                                         63,035.41    80    82
                            120   1018    296    00 N 9                       6,974.92CR        68,307.31CR  78    82
                            120   1018    298    00 N 9                                         61,332.39    78    82
                            120   1018    299    00 N 9                       6,974.92           6,974.92    82    82
                            120   1018    900    00 P 1                          14.88           2,228.15    80    82
                            120   1018    900    00 N 1                                            160.21    81    81
                            120   1018    900    32 P 1                                          1,935.37    80    81
                            120   1018    904    00 P 1                       1,991.00CR                     82    82
                            120   1018    915    00 P 1                           8.88             394.46    78    82
                            120   1018    920    00 P 1                            .71              16.95    82    82
                            120   1018    944    00 P 1                          22.05             533.71    81    82
                            120   1018    948    00 P 1                            .28              13.05    81    82
                                          TOT       P1                        1,944.20CR        68,147.10
                                          TOT       N1                                             160.21
                                      ** JOB TOTALS **                **      1,944.20CR**      68,307.31  **

                                                                                                          STATE
  2ND-3RD-A ST SPRINGFIELD     CONT NO 8889 * FA PROJ NOS HHS010?5UU2 100
                            120   1019    201    00 P 1                                         21,306.82    79    79
                            120   1019    206    00 N 1                                             15.28    79    79
                            120   1019    210    02 P 1                                         18,045.69    79    81
                            120   1019    220    01 P 1                                            192.50    79    79
                            120   1019    270    04 P 1                                          7,944.93    80    80
                            120   1019    296    00 N 9                                         54,431.88CR  79    82
                            120   1019    297    00 N 9                                          4,200.00    79    79
                            120   1019    298    00 N 9                                         50,231.88    79    82
                            120   1019    900    00 P 1                                          6,557.55    79    82
                            120   1019    900    00 N 1                                            258.54    78    81
                            120   1019    900    03 P 1                                          1,400.00    79    79
                            120   1019    915    00 P 1                                             35.44    81    81
                            120   1019    920    00 P 1                                             49.94    79    80
                            120   1019    948    00 N 1                                             23.88    81    81
                            120   1019    950    00 P 1                                            280.33    79    79
                                          TOT       P1                                          55,813.20
                                          TOT       N1                                             297.70
                                      ** JOB TOTALS **                **                **      56,110.90  **
```

Temp Signal

```
                                   120   1911    298      00 N 9                                                    1,504 79
                                   120   1911    901      00 P 1                                                      134 02
                                   120   1911    905      00 P 1                                                    1,638 81
                                                 TOT         P1
                                               ** JOB TOTALS **            **                 **                    1,638 81  **
                                                                                                                                 STATE
SPRINGFIELD HWY @ Q ST            CONT NO      * FA PROJ NOS HHS0 135002 100               1,546.23CR            13,893.15CR
                                   120   1920    296      00 N 9



ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          OCTOBER 1982           PAGE  641
                                                                                     FISCAL                GRAND TOTAL
      DESCRIPTION                   PREFIX  FUNCTION SUB F  OR   CURRENT MONTH    YEAR TO DATE               TO DATE
                                                                                                              400 00
                                   120   1920    297      00 N 9                      1,546 23             13,493 15
                                   120   1920    298      00 N 9                         64 73              3,906 23
               prefix              120   1920    901      00 P 1                                              237 23
                                   120   1920    901      00 N 1                         89 72              3,257 37
                                   120   1920    905      00 P 1                                              313 42
                                   120   1920    910      00 P 1                        103 98              4,860 55
                                   120   1920    911      00 P 1                         88 81                662 00
                                   120   1920    914      00 P 1                                              231 33
                                   120   1920    920      00 P 1                        240 42              1,056 06
                                   120   1920    921      00 P 1                         11 70                 29 91
                                   120   1920    922      00 P 1                                              645 14
                                   120   1920    923      00 P 1                                               25 50
                                   120   1920    925      00 P 1                          4 88                  4 88
                                   120   1920    932      00 P 1                        604 24             14,992 39
                                                 TOT         P1                                               237 73
                                                 TOT         N1
                                               ** JOB TOTALS **            **           604 24  **         15,230 12  **
                                                                                                                                 STATE
UNRRXING @ 1ST AVE JUNC CITY  CONT NO        FA PROJ NOS PRS A473001 100                                     116 66CR
                                   120   1938    296      00 N 9                                              116 66
                                   120   1938    298      00 N 9                                               54 90
                                   120   1938    905      00 P 1                                                1 80
                                   120   1938    911      00 P 1                                               72 92
                                   120   1938    914      00 P 1                                              129 62
                                                 TOT         P1
                                               ** JOB TOTALS **            **                 **              129 62  **
                                                                                                                                 STATE
N & S FRK COYOTE CRK BR           CONT NO      * FA PROJ NOS BRS 0115001 100                                7,322 97CR
                                   120   1941    296      00 N 9                                            7,322 97
                                   120   1941    298      00 N 9                                               92 72
                                   120   1941    901      00 P 1                                            2,429 02
                                   120   1941    905      00 P 1                                            4,330 51
                                   120   1941    906      00 P 1                                               36 94
                                   120   1941    906      00 N 1                                              179 80
                                   120   1941    910      00 P 1
```

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILE September 1, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 26, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 26, 1982 on the following projects:

1. Beltline Highway at Green Hill Road
   Beltline Highway, Lane County
   Traffic Signals

   Pedestrian signals will be installed under this contact.

2. Cottage Grove Conn. @ Gateway Blvd.
   Pacific Highway, Lane County
   Traffic Signals

   Pedestrian signals and curb cuts will be installed and four-foot shoulders are available for pedestrian and bicycle use.

3. Pacific Highway E. @ N. Marine Drive
   Pacific Highway E., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

4. Pacific Highway W. @ N. Killingsworth Street
   Pacific Highway W., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

5. Celilo Rock Production
   Columbia River Highway, Wasco County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Boeckman Creek Bridge
   Wilsonville Road, Clackamas County
   Grading and Paving

   Roadway width varies from 26 to 64 feet with left and right turn lanes. Future five-foot sidewalk and ten-foot bikepath planned for this project.

7. E. Portland Freeway-SE 122nd Avenue
   Clackamas Highway, Clackamas County
   Grading, Paving and Structure

   Seven- to eight-foot shoulders and five- to eight-foot sidewalks provided for bicycle and pedestrian traffic.

8. Sisters Truck Scale
   McKenzie-Bend Highway, Deschutes County
   Paving

   Same as No. 5.

9. 2nd Street-3rd Street Interchange (Springfield)
   Eugene-Springfield Highway, Lane County
   Grading, Paving and Traffic Signals
   Interchange Improvement

   Sidewalks, curb cuts and pedestrian signals to be constructed on this project.

10. NE 181st Avenue Interchange (Eastbound Off-Ramp)
    Columbia River Highway, Multnomah County
    Grading and Paving
    Interchange Improvement

    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

11. SW Main Avenue-SW Alice Lane (Beaverton)
    SW Allen Blvd., Washington County
    Grading, Paving and Signals

    Four- to seven-foot sidewalk with curb cuts will be constructed for bicycle and pedestrian use. Pedestrian signals will also be installed.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

7536 Bn

(separation of cost) into only

Section 2nd St. -3R + Interchge (Springfield) Program g Estimate $ 394,000

Highway Eugene - Springfield Project Length

County Lane Completion Time 200 Cal Days

Kind of Work Grading Paving Signals Signing Est. Comp. Date

F Prefix ~~120~~-1459 Letting Date Aug 26, 82 Project No. F-HES-28(3)

HES 120-1920A

ESTIMATED CONSTRUCTION AUTHORIZATION

$ 333,499.00

		HES	F
Estimated Contract Amount		$ 143,191.10	190,307.90
Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing	2,000	1,100	1,000
Permanent Pavement Striping	4,000	2,000	2,000
Temporary Pavement Striping.	1,400	700	700
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished Soft ware	1,700	1,700	- 0 -
Roadside Seeding & Mulching	500	250	250
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing	3,650	1,800	1,750
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
____			
____			
____			
____			
____		sub 7,550	sub 5,700
Adjust Utilities:			
____			
____			
Subtotal		$ 150,741.10	196,007.90
Contingencies (4-1/2%)		6,783.35	8,820.36
Engineering (8, [✓ 9,] 10%)		13,566.70	17,640.71
Subtotal		$ 171,091.15	222,468.97
Credit for ____			
Estimated Net Authorization, Construction		$ 171,091.15	222,468.97

$ 393,560.12

APPROVED

____
Road Design Engineer

Rev. 11/81

(9)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-28(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20125

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/30/82

8. FEDERAL ROUTE NUMBER Primary 28

9. STATE ROUTE NUMBER Secondary 227

10. GENERAL LOCATION
2nd Street - - 3rd Street Interchange (Springfield) Section

11. GENERAL DESCRIPTION OF WORK
Channelization and traffic signal

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO [illegible]
FOR
File
Act
Sign
D R
R/D
Inves
Info

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Signing S.F.	$2,000
Perm & Tem Pavement Striping S.F.	5,400
Roadside Seeding & Mulching S.F.	500
Signal Controller Testing	3,650
State Furnished Software	1,700

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7/29/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $393,560 Federal Funds $350,153.

A signed copy of the Title Sheet is returned herewith.

It is understood that preliminary engineering charges for this project are eligible for Federal participation to date of advertising for bids.

14. DATE 7/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Hwy 228

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE April 16, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
2nd Street-3rd Street Ramp Connector
2nd Street-3rd Street at "Q" Street (Springfield) Section
Springfield and Eugene/Springfield Highways
Lane County

RECEIVED
1982
ROAD DESIGN
SECTION

Do Not File
Return To
Action

Attached are two prints of the approved sign study plan for the above project.

L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

ELS:ds
Attachments

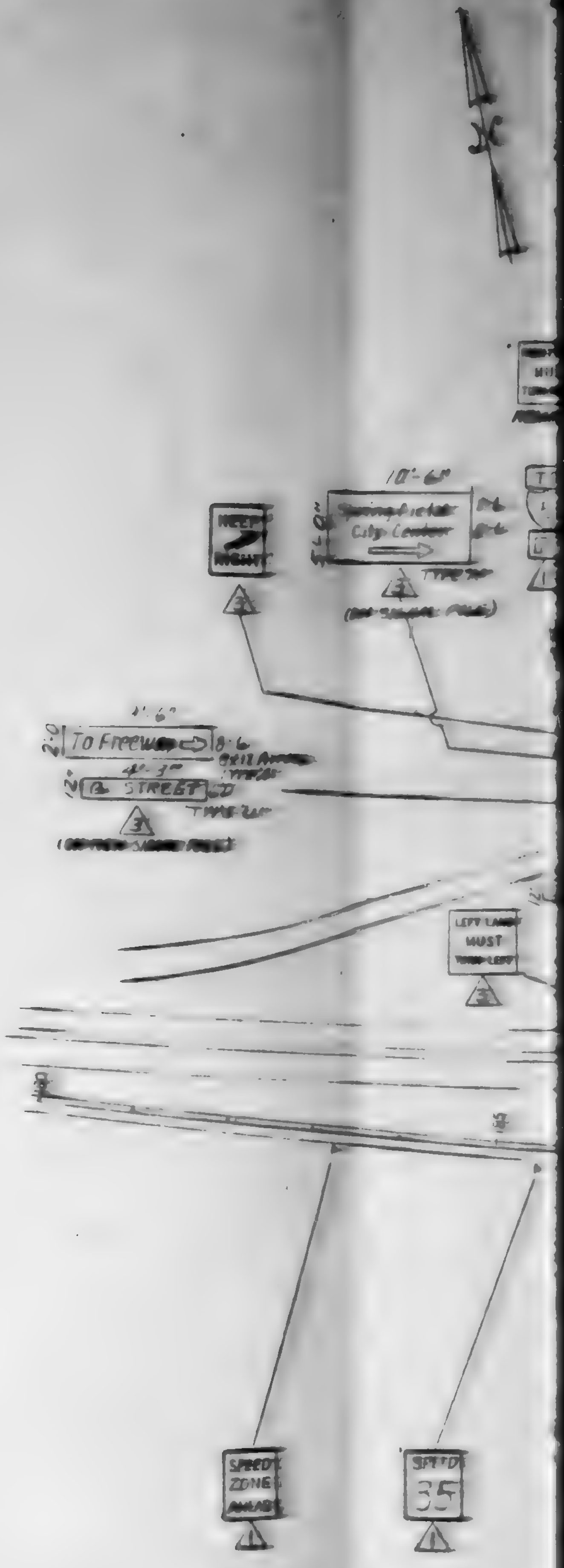
cc: Alfred Shirley, Jr.
L. R. Asburry

FINAL DESIGN ENGINEER

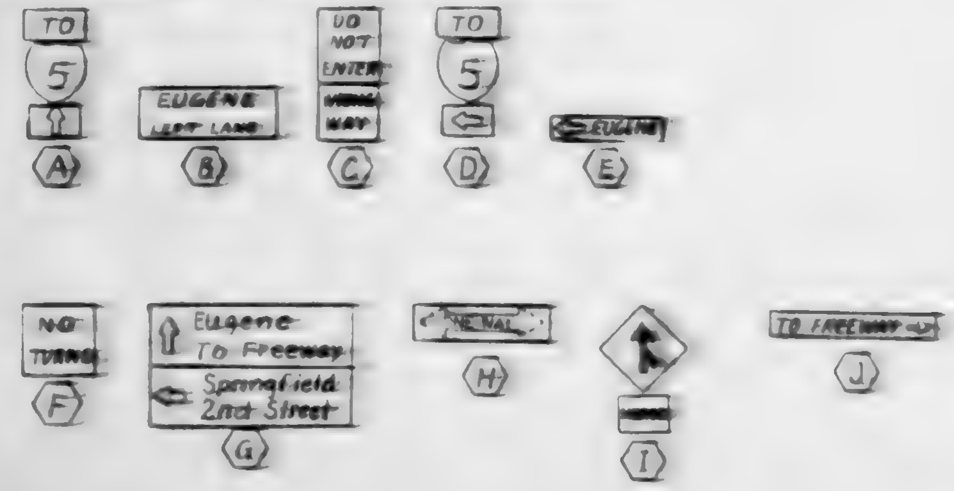
1 Existing Sign To Remain in Place

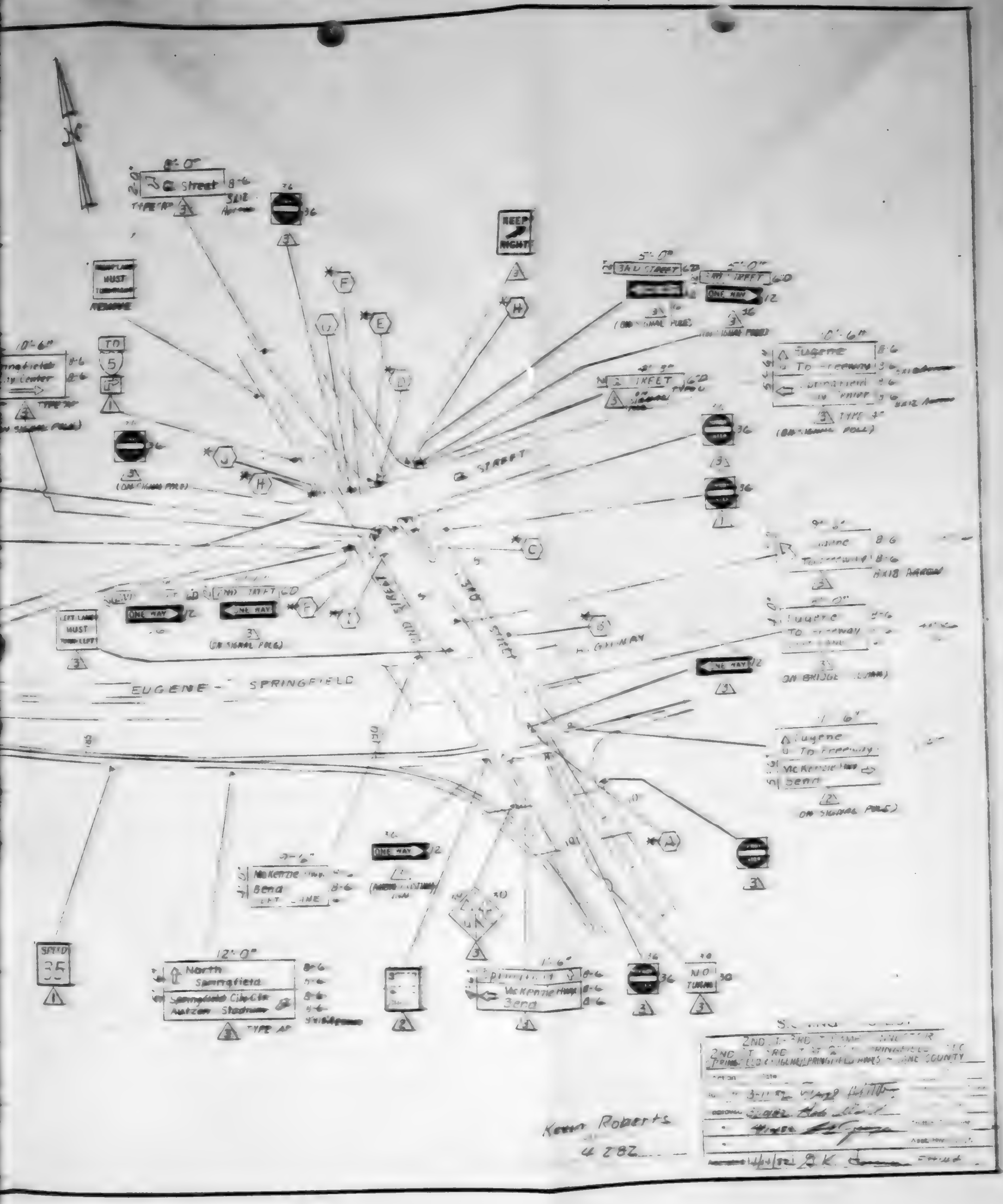
2 Reinstall Existing Sign On Existing Support Or As Noted

3 Install New Sign On New Supports Or As Noted


KEEP RIGHT
3
10'-6"
Springfield City Center
TYPE
3
4'-6"
To Freeway
8'-6"
8x12 Arrow
TYPE
4'-3"
B STREET
TYPE
3
LEFT LANE MUST TURN LEFT
3
SPEED ZONE AHEAD
1
SPEED 35
1

*Existing Signs To Be Removed


TO
5
A
EUGENE
LEFT LANE
B
DO NOT ENTER
ONE WAY
C
TO
5
D
EUGENE
E
NO TURNS
F
Eugene
To Freeway
Springfield
2nd Street
G
TERMINAL
H
I
TO FREEWAY
J


N
8'-0"
3 G Street 8-6
Type "R"
36
KEEP RIGHT
3RD STREET 6D
3RD STREET 6D
ONE WAY 12
(ON SIGNAL POLE)
10'-6"
Eugene
To Freeway
Springfield
Left Lane
LEFT LANE MUST TURN LEFT
REMOVE
TO 5
10'-6"
Springfield City Center
Type "A"
(ON SIGNAL POLE)
F
E
H
D
2ND STREET
J
G STREET
C
3RD STREET
2ND STREET
ONE WAY 12
(ON SIGNAL POLE)
G
HIGHWAY
EUGENE - SPRINGFIELD
Eugene
To Freeway
Left Lane
ON BRIDGE
Eugene
To Freeway
McKenzie Hwy
Bend
(ON SIGNAL POLE)
A
ONE WAY 12
McKenzie Hwy
Bend
Left Lane
SPEED 35
12'-0"
North Springfield
Springfield City Ctr
Autzen Stadium
Type "A"
1'-6"
Springfield
McKenzie Hwy
Bend
NO TURN 30
SIGNING SHEET
2ND ST. - 3RD ST. SPRINGFIELD
LANE COUNTY
3-11-82

Kenn Roberts

4 282

1536 228

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: November 13, 1980

...ED BY JAMES J. GIX

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Location Survey
2nd and 3rd St. Ramp Connection
Springfield Highway
Prefix: 120-1459

We have reviewed the subject survey and find it more than adequate to design the facility. Since the estimate is more than twice the programmed amount, we looked into measures to downscope the project.

Traffic volumes for the intersection are not available since in the present configuration, we are discouraging the necessary east to north movement. Subject to traffic analysis, we would propose the following measures to reduce the cost.

1. Eliminate the A.C. overlay of existing roadways and put the final lift on the base design as future wearing surface. $50,000 to $60,000 can be eliminated on this item alone.

provide 100'

2. Eliminate left turn pocket for southbound traffic on 2nd St. The intersection allows storage in the area between 2nd and 3rd.

[illegible] ✓

3. Shorten the "L.E." ramp by 500 feet. This still allows 200 feet of storage plus a taper.

4. We would suggest the signal be designed and constructed in conjunction with the "Q" Street intersection since both projects require the railroad R/W. Cost saving should result.

jjg/cw

cc J. H. Versteeg ✓
Dave Jones

8

Versteeg ✓
Sullivan

[illegible]

Contains Recycled Materials
81-128-1307

SP*75803-128

9536

228

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE 8-27-80

PREFIX

1 - IDENTIFICATION

PROJECT NAME: 2nd & 3rd Streets @ "Q" Street (Springfield)

HIGHWAY NAME: Springfield

HIGHWAY NUMBER: 228

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	5	Lane	Springfield

LENGTH: 0.16

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER Title II

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

To construct opposing left turn lanes in median area which is a no longer used railroad right of way and install permanent signalization at the intersection of 2nd & 3rd @ "Q" Street.

1 Versteeg ✓
Anderson
2 Christensen
2
Sullivan
3 Wakering

RECEIVED
1980
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2nd St. 7100 3rd St. 6800 @ MP 0.63, 1979

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☒	☐	☐	☐
	PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: Min.AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Pen...
Location Engineer
Date 11/7/80

3 - FEATURES

	EXISTING [illegible]MBER AND WIDTH	PRO[illegible]ED NUMBER AND WIDTH
TRAVEL LANES	4 @ 12' Northerly 3 @ 12' Southerly	Same
SHOULDERS	Variable 2-6	Same
MEDIANS	82'	Same
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	None
INTERCHANGES	None	None
OTHER: Lt. Turn Lanes	None	2 @ 20'

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☐	☒
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☒	☐	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☐	☒
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☐	☒
Water District	☐	☐	☒
Drainage District	☐	☐	☒
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☐	☒
Utilities	☒	☐	☐

Type Power, water gas, telephone

	YES	NO	MAYBE
Hydraulics Study	☐	☐	☒
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☐	☐	☒
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(6)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	6
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	F. 2Q '82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
3½" Cl "B" AC 2" Top Course Base 18" Bottom Course Base		

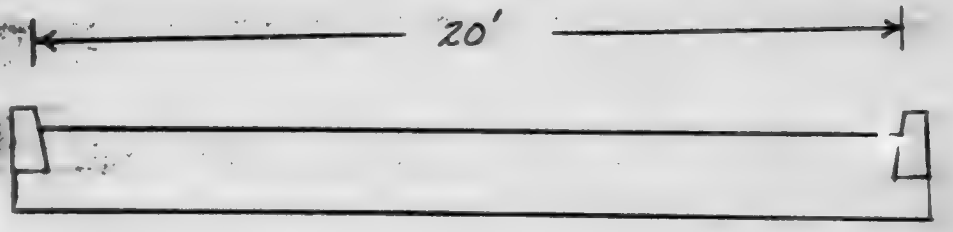
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10.000	19.700
RIGHT OF WAY	90.000	5.000
TRAFFIC CONTROL	90.000	90.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	60.000	60.000
OTHER		
ENGINEERING & CONTINGENCIES	30.000	30.000
PROJECT TOTAL	280.000	204.700

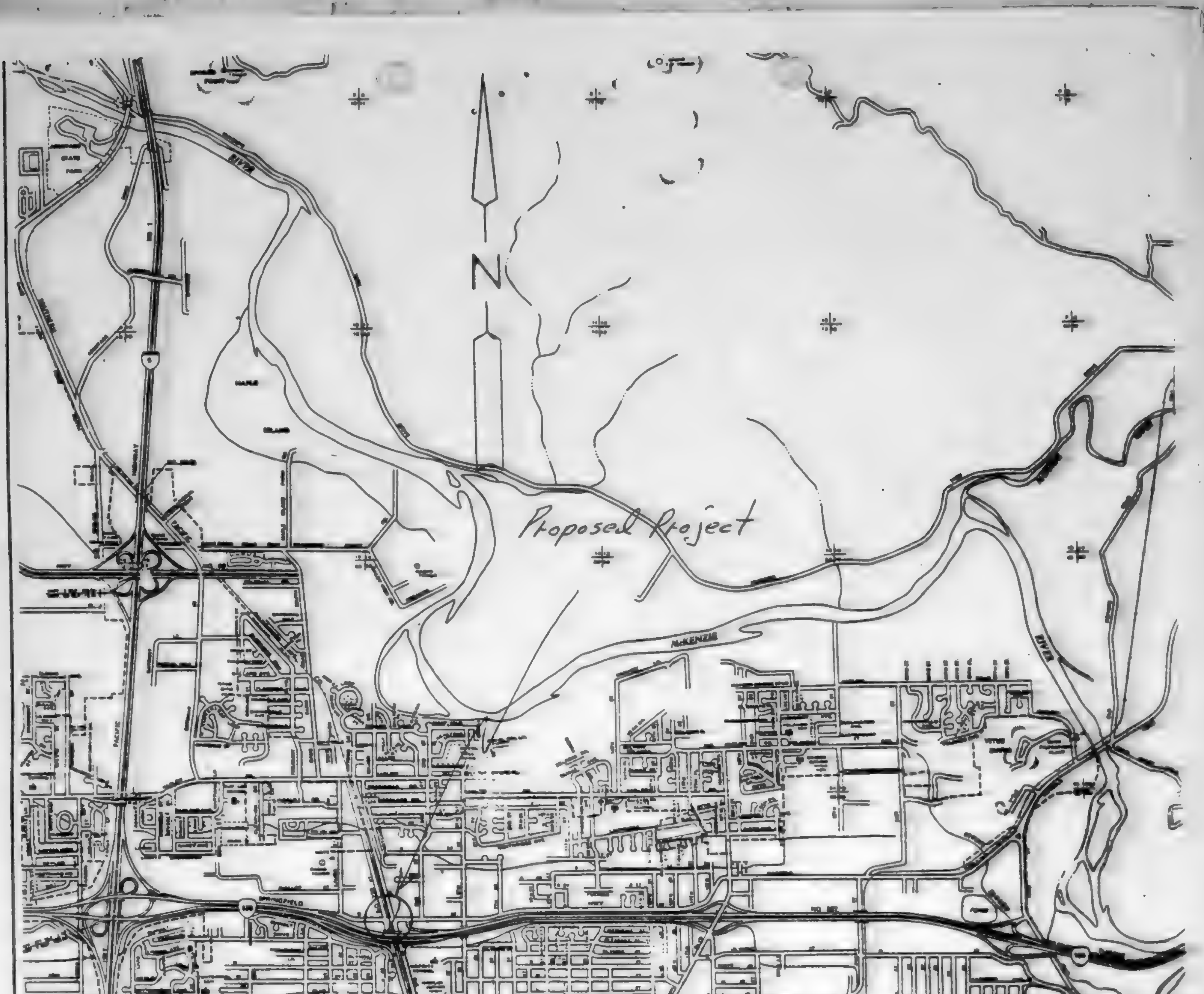
SUBMITTED BY ______________________
Region Design Engineer



Type "C" Curbs
Both Sides

One Way Turn Refuge

2nd St & 3rd St. @ "Q" St. (Springfield)
Springfield Hwy
Lane County


N
Proposed Project
McKENZIE
RIVER
RIVER
RIVER
SPRINGFIELD
WILLAMETTE
MIDDLE
FORK
COAST

9534

ROW 3

STATE OF OREGON

INTEROFFICE MEMO

TO: Tony Viducich
Title Supervisor

DATE: August 22, 1980

FROM: J B Boyd
J. B. Boyd
Right of Way Manager

SUBJECT: Prepare For Purchase
Of Right-Of-Way
2nd & 3rd Streets at
"Q" Street
Eugene-Springfield
Highway

Please obtain the necessary vesting deed coverage on properties indicated in the blue and red area of the attached map. After deeds and maps are obtained from the Railroad we will request programming of this small piece of right-of-way in order that the two projects of different origins may be developed.

NOTED
H.S.COULTER

JBB:jh
attach.

cc: ✓L. W. Rulien
Bud Shirley
Glen Clark
Neil Flanagan
Roger Trygstad

RECEIVED
STATE HWY ENGR
AUG 25 '80
REFER TO
FOR

Info	Inves	R-D	D-R	Sgn	Att	File

Contains
Recycled
Materials

7556

228

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

6-24-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: 2nd Street - 3rd Street Ramp Connection

HIGHWAY NAME: Springfield

HIGHWAY NUMBER: 228

REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY Springfield
LENGTH 0.1	MILEPOST NUMBER 0.4 TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT: N/A

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct connection from Eugene-Springfield Highway exit ramp eastbound to Springfield Highway northbound.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 1,100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1985 - 1,400

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann
Eriksen ✓
Watson
Hager
Dorn
Lau
Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakeman
[✓ Hurry] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
JUL 08 1980
ROAD DESIGN
SECTION

Do Not File
Action

APPROVED
Frank E. Terpin
Location Engineer
Date 6/24/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	none	Two - 12'
SHOULDERS	none	Two - 6'
MEDIANS	N/A	N/A
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	one 8' - 12'
INTERCHANGES	part of existing inch.	no change
OTHER:	N/A	N/A

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☐	☒
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☒	☐	☐
River ____	☐	☒	☐
Stream ____	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition RR Easement	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☐	☒
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☐	☒
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment Cat. Excl.	☒	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☐	☐	☒	Design Review	☒	☐	☐

Type ____________________

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	(0)	0
DRAFT ENVIRONMENTAL IMPACT STATEMENT	(0)	0
CORRIDOR APPROVAL	(0)	0
FIELD SURVEY	(4)	1 month
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	(0)	1
RIGHT-OF-WAY ACQUISITION	(0)	0
P.S. & E. DOCUMENTS	( )	4

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		F 10 '83

ITEM	NEW WORK	OVER EXISTING
1" - 0 Base	16"	
Class B A.C.	4"	

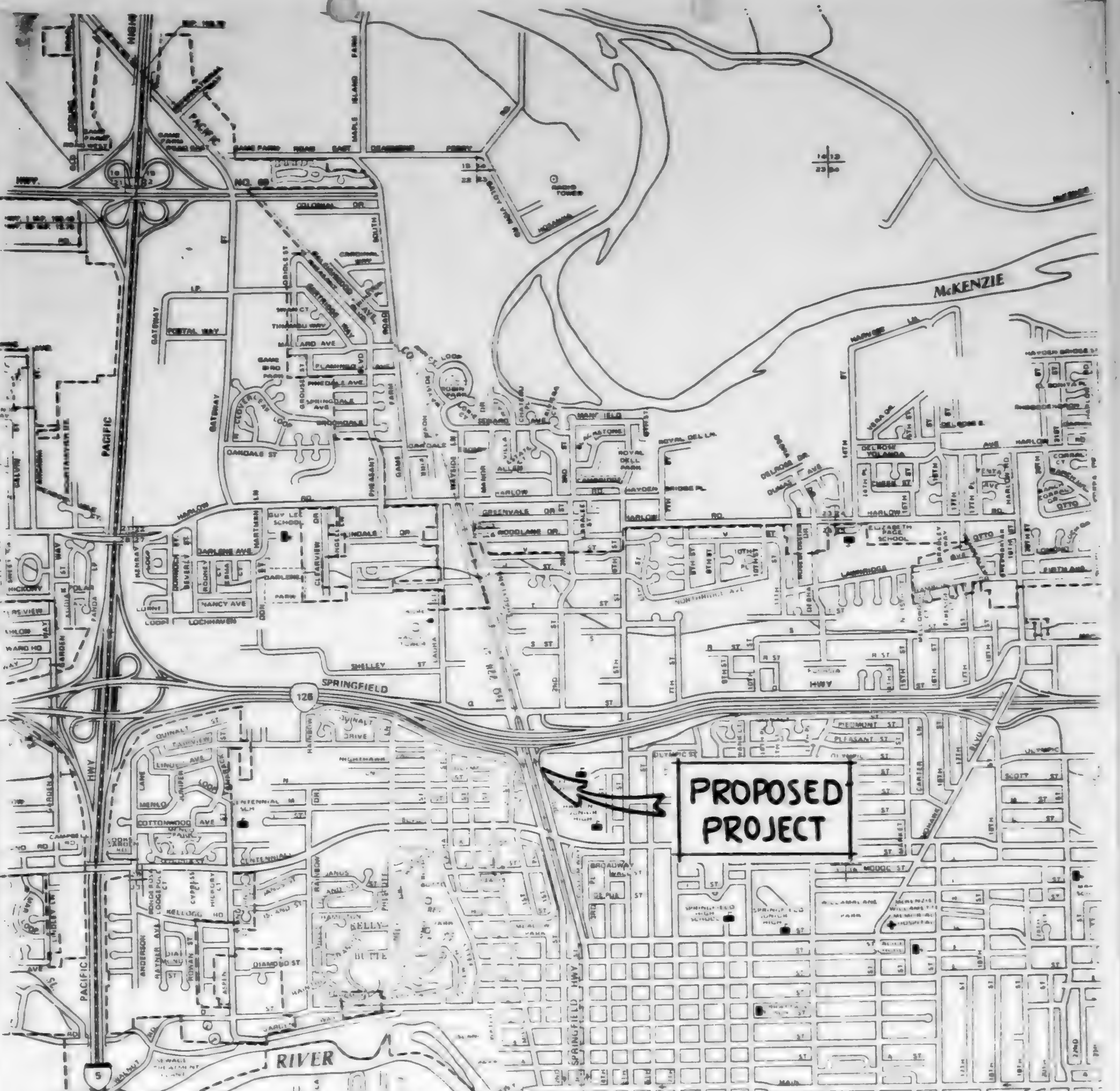
7 - TYPICAL SECTION AND LOCATION

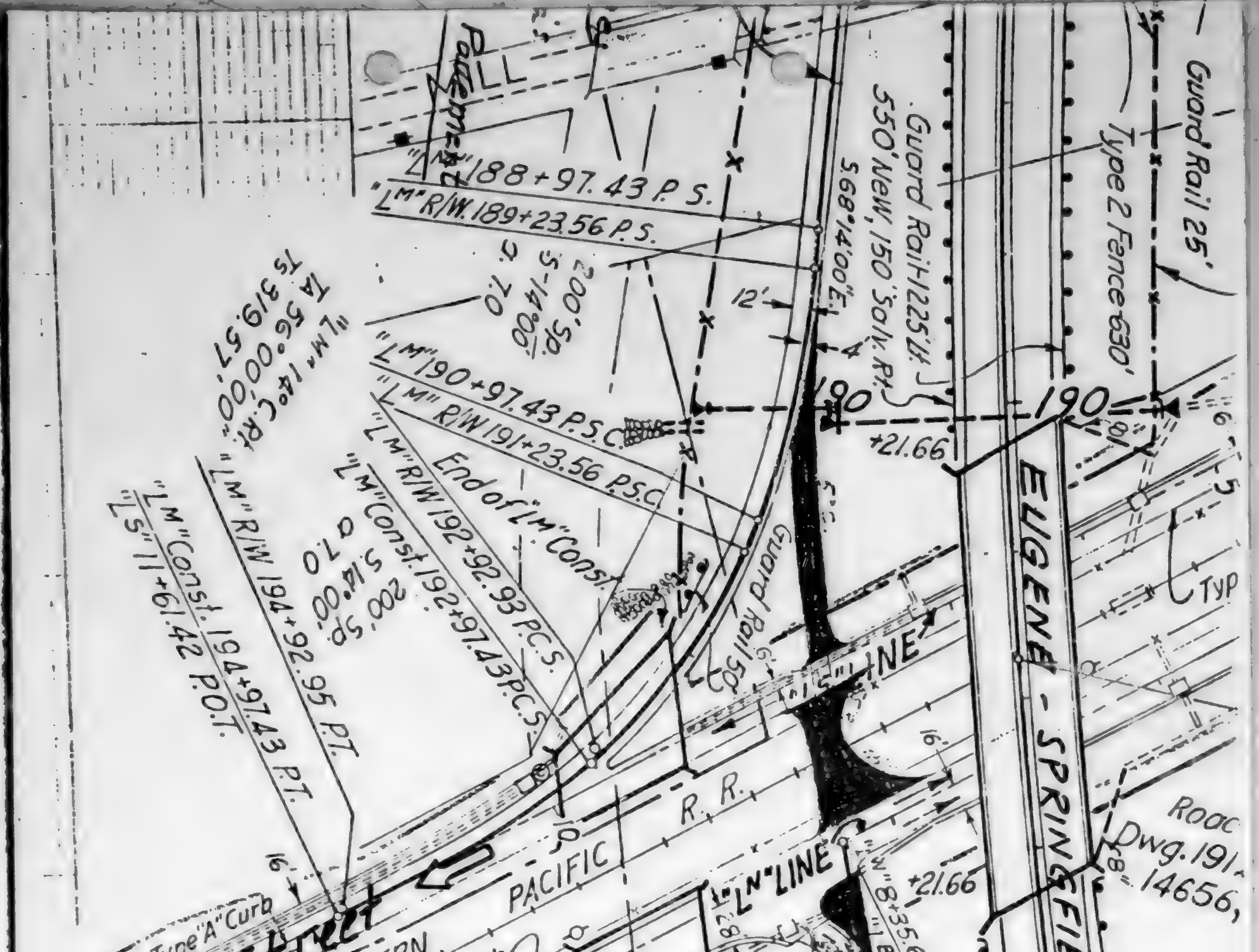
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 10,000	$ 19,000
RIGHT OF WAY	-	-
TRAFFIC CONTROL	100,000	150,000
ILLUMINATION	50,000	50,000
STRUCTURES	-	-
RAILROAD	-	-
ROADWAY	100,000	100,000
OTHER	-	-
ENGINEERING & CONTINGENCIES	52,000	52,000
PROJECT TOTAL	$ 312,000	$ 371,000

SUBMITTED BY ______________________________


PROPOSED PROJECT
SPRINGFIELD
McKENZIE
RIVER
PACIFIC
SPRINGFIELD HWY
HARLOW RD
GLENWOOD
SOUTHERN
PACIFIC
BELLY BUTTE
SPRINGFIELD HIGH SCHOOL
SPRINGFIELD JUNIOR HIGH
WILLAMALANE PARK
MAIN
CENTENNIAL
GATEWAY
PIONEER PKWY
ELIZABETH PAGE SCHOOL
GUY LEE SCHOOL
RADIO TOWER


Pavement
"LM" 188+97.43 P.S.
"LM" R/W 189+23.56 P.S.
200' Sp. 5-14°00' a 7.0
"LM" 14° C. Rt. Δ 56°00'00" Ts 319.57
"LM" 190+97.43 P.S.C.
"LM" R/W 191+23.56 P.S.C.
End of "LM" Const.
"LM" R/W 192+92.93 P.C.S.
"LM" Const 192+97.43 P.C.S.
200' Sp. 5-14°00' a 7.0
"LM" R/W 194+92.95 P.T.
"LM" Const. 194+97.43 P.T.
"LS" 11+61.42 P.O.T.
Guard Rail 25'
Type 2 Fence 630'
Guard Rail 1225' Lt. 550' New, 150' Salv. Rt.
S.68°14'00"E.
12'
4'
190
+21.66
Guard Rail 50'
"LF" LINE
16'
R.R.
PACIFIC
SOUTHERN
"LN" LINE
"LW" 8+35.61 P.O.T.
"LB" 192+60.41 P.O.T.
+21.66
55' R.
12'
4'
Begin "LB" Line Const.
S.84°44'08"E.
195
Type "A" Curb
2nd Street
Type "C" Curb
3rd Street
Type "A" Curb
9°30'E = S.12°14'E.
"LB" 194+63.04' P.C.
"LB" 2°00' C
Δ 11°46'
Ts Ah 392
Ts Bk 298
Type 2 Fer
"LB" LINE
(Profile on Sht. 34)
EUGENE - SPRINGFIELD
HIGHWAY
195
200
N.78°20'04"W.
Road
Dwg. 191
14656,
Typ
5
6
8U-33
Sheet 3
Preliminary
Feb 20, 20
LGS
Approx.
Under Se
"O" St.

9536 Springfield

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities DEPT 378-6511 TELEPHONE

TO: D. H. Moehring
ATTENTION: D. E. Swan

DATE: April 22, 1980

FROM: J. B. Boyd
Right-of-Way Manager

SUBJECT: Railroad Right-of-Way
Second and Third Streets
Springfield

This is in response to Alfred Shirley's April 9th letter in which he recommended that the Highway Division purchase all the railroad right-of-way between the Eugene/Springfield Highway and Main Street.

This railroad property has been abandoned as an operating railroad and a contract is soon to be let for the removal of the rail. In 1975, we appraised the cost of purchasing this railroad property. The cost at that time for purchasing the parcels that Mr. Shirley has requested totaled $301,850. Assuming a very conservative increase in the property value of 10% per year, the present appraisal of the property would probably be over $450,000.

When we discussed this with Bud Shirley, he indicated that the acquisition of the property would not be worth this kind of money. He suggested that we just go forward with the purchase of the property needed for the projects at Q Street and at the Springfield/Eugene Highway. When these projects are designed to the stages that the right-of-way requirements are known and we are cleared to buy the right-of-way, we will proceed with these purchases.

RDT/vlw

Attach.

cc: Alfred Shirley w/attach.
Glen Clark w/attach.
Adrian Olson w/attach.
Roger Trygstad w/attach.

___ Versteeg ___
___ Anderson ___
___ Christensen ___
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

RECEIVED
APR 22 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To ___
Bring Up ___/___
Action ___

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PLA 6

Roseburg, Oregon

April 9, 1980

Alfred Shirley

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: D. H. Moehring
Asst. State Highway Engineer

The approved 6 Year Highway Improvement Program has a project at 2nd and 3rd Streets at Q Street on the Springfield Secondary Highway. To accomplish this project, it is necessary to occupy the railroad right-of-way that is parallel to as well as being adjacent to both 2nd and 3rd Streets.

This particular railroad branch has been abandoned as an operating railroad.

It is the recommendation of this office that steps be taken to acquire all of that railroad right-of-way between the Eugene-Springfield Highway and Main Street.

There is some local pressure or interest to utilize that railroad right-of-way for a bicycle-pedestrian path. I can see no reason why that use would not be compatible with any use we may have for the right-of-way.

as/cw
Attach.

4/14/80
Boyd: Is this RR property vacant?
If so, can we acquire it as Shirley suggests?
Swan

RIGHT OF WAY ADMINISTRATION
RECEIVED
APR 1[illegible] 1980
B
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

PROJECT MANAGEMENT BRANCH
ASHE [✓ ☐] STE ☐
PLE ☐ RE ☐ PRE [✓ ☐]
APR 10 1980
REFERRED TO ____________________
FOR ____________________
FILE: PM FA LG.

March 25, 1980

Mr. Michael Kelly
Director of Public Works
City Hall
Springfield, OR 97477

Dear Mr. Kelly:

I appreciate your testimony in support of the 2nd and 3rd Street Ramp Connection at the Transportation Commission meeting February 19. This project has been added to our final Six-Year Highway Improvement Program for construction in Fiscal Year 1983. Certainly, if the rails are removed, we will consider what could be done to advance the project.

The Commission appreciates your support and concern for Oregon's highway system.

Very truly yours,

Anthony Yturri
Chairman

DES:pf jh
bc: F. B. Klaboe
R. W. Gormsen
H. S. Coulter
D. H. Moehring
Alfred Shirley, Jr.

OREGON TRANSPORTATION COMMISSION

Delegation Michael Kelly, Director of Public Works, and others, City of Springfield, regarding adding a project to the Six Year Highway Program

Date February 19, 1980

Time 1:00 p.m.

Name	City or Town	Capacity
KEVIN ROBERTS	SPRINGFIELD	TRAFFIC ADMINISTRATOR
Alvin Reed	Springfield	Chamber Transportation Committee
Vern Meyer	Springfield	Mayor
C Robert Smith	Springfield	Mgr Chamber of Commerce

February 8, 1980

Mr. Michael Kelly
Director of Public Works
City of Springfield
346 Main Street
Springfield, OR 97477

COM 4

Dear Mr. Kelly:

This will confirm my phone conversation with you today concerning your appearance and others from the City of Springfield before the Transportation Commission on Tuesday, February 19, at 1 p.m., in Room 122 of the Transportation Building in Salem.

It is my understanding that you wish to discuss with the Commission the possibility of adding a project to the Six Year Highway Program.

For your information, we have attached an Advance copy of the agenda.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bc Transportation Commission
F. B. Klaboe
H. S. Coulter
Larry Rulien
Ed Hunter

fkn

9536

Wolfe

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 28, 1975

Mr. Michael A. Kelly
Asst. Director of Public Works
City of Springfield
346 Main Street
Springfield, OR 97477

Dear Mr. Kelly:

This will acknowledge your letter of November 24, 1975, concerning the future bond program project for the Eugene-Springfield Highway (ORE126) at the 2nd-3rd Streets interchange.

At this time we have no definite plan for improving this interchange. It may be helpfull if the background information would be summarized for you.

As you know, over the past several years a residential or "bedroom area" has developed north and east of this interchange. The interchange has no provision for the movement west to north (from the west going to the north). The long-range plan was to sometime connect 2nd and 3rd Streets to Beltline Road to the north.

The most logical consideration involves construction of a loop in the southeast quadrant of this interchange. This, of course, involves a structure over the overflow facility, additional right-of-way from the school and the relocation of the eastbound on-ramp to ORE126.

This (above) solution was estimated to cost $907,000 in 1972 prices, exclusive of right-of-way. The cost of replacing the school property was $150,000 in 1972. This was not a popular solution as far as the school was concerned.

Sometime later when the extension of 2nd-3rd Streets to Harlow Road was being developed by Lane County, the redesign again was considered.

REFERRED TO
Wills
By Location Engineer

cc Hunter for info

RECEIVED
STATE HWY ENGR
DEC 4 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The loop in the S.E. quadrant was no longer considered feasible and an at-grade crossing of 2nd Street and the Southern Pacific Railroad track was considered. This brought up a strong suggestion from P.U.C. that this proposition might be looked at in disfavor.

A third but extremely costly solution would be a structure over 2nd-3rd Streets, over ORE126 and back to grade northbound on 3rd Street north of "Q" Street. This has never been a serious consideration due to the cost factor.

At this time we do not have an actual "plan" for accomplishing the suggested movement.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
J. H. Versteeg
Victor Wolfe
William Anhorn

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

346 MAIN STREET
747-4221

November 24, 1975

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Subject: Six Year Construction Program

Dear Glen,

The Springfield Chamber of Commerce has a Transportation Subcommittee that meets monthly to review transportation-oriented proposals or problems in order to provide needed input from the business community. At this past meeting, the Committee asked that I attempt to gather information on your $2 million dollar proposal to complete the 2nd-3rd Street interchange as listed in the subject document.

Please transmit whatever preliminary information you have available on this project that would be of interest to the Committee.

Thank you for your help.

Very truly yours,

Michael A. Kelly

Michael A. Kelly, Assistant
Director of Public Works

MAK:sk

1982 NE 181st Ave. Int. (E. 9537
Bound Off-Ramp Sec., Col. R.
Hwy. (Grad., pav., sign.)

See also CON 21-2 - Col. R.(u)
181st Ave. Interch.
Sp.

C4A-7247 5/14/81

LOS ANGELES-CHICAGO-LURAY, VA
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

rll

U.S. Department of Transportation
Federal Highway Administration

CC: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 3	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 3/20/85	**REPORT MADE BY** T. P. Lowe, Area Engineer		**PROJECT NO.** I-84-1(5)001
COMPLETION DATE (Actual) 8/27/83	**ACCEPTANCE DATE BY CONRTACT AGENCY** 8/21/84	**TIME ELAPSED** 103 %	**CONTRACT TIME** 250

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted: (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE 181ST AVENUE INTERCHANGE (EASTBOUND OFF RAMP)
COLUMBIA RIVER HIGHWAY
Grading, Paving & Signals

This project provided for the construction of a standard diamond type eastbound off ramp to 181st Avenue and the elimination of the existing loop ramp. More than 90 percent of the traffic using this off ramp desires to move south on 181st. The construction of the standard type diamond allowed for right turns and eliminates a chronic area of traffic congestion.

The final estimated cost is approximately 2 percent under the original project authorization of $341,000. Engineering underran the original authorization by 10 percent. The original authorization was $27,000.

The contractor used 257 days to complete the work. The contract allowed 250 days. Seven days liquidated damages were charged.

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
Fredrickson
FOR
Info Act File

3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		**SIGNATURE** Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	**DATE** 3/25/85	**TITLE** Field Operations Engineer	**DATE** 3/26/85

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9537

November 26, 1984

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9537

Gentlemen or Ladies:

On August 27, 1984, we wrote to you concerning release of final payment on Contract No. 9537 awarded to R. A. Hatch Co. for work on the NE 181st Interchange (East Bound Off-Ramp) Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $839.22. The total contract amount is $306,472.02 including $2,697.05 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjw
cc: R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9537

t

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O.M.B. No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-104		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER I	G	Project Number I-84-1(5)101

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **September 14**, 19 **82** is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 358,650.00	$ 362,000.00
Federal funds	$ 330,747.00	$ 333,836.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of September, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By ~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 12, 1984

FEDERAL AID PROJECT NO. I-84-1(5)001

N.E. 181ST AVE. INTERCHANGE
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I-000
ROADWAY (E. BOUND OFF-RAMP)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Trench Excavation	$ 4.00	275	$ 1,100.00	373.02	$ 1,492.08
Concrete Curbs	5.00	380	1,900.00	513.5	2,567.50
	Subtotal		$ 3,000.00		$ 4,059.58

Increase	$ 1,059.58
Subtotal of Previous Estimate	318,048.68
Subtotal	$ 319,108.26
Engineering	42,891.74
Total	$ 362,000.00

Length of Project	0.0 mi.

Federal Funds (92.22%)	$ 333,836.00
State Funds	28,164.00
Total	$ 362,000.00

Group 1	100%
Contract No.	9537
Prefix:	626-1908
Prefix:	626-1081

WH:bkb

·9537

STATE COPY

F

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-106 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-12-84	State Oregon County Multnomah Project Number I-84-1(5)101

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982XXXXXXXX is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$341,350.00	$358,650.00
Federal funds	$314,792.00	$330,747.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~FOR: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. I-84-1(5)001

N.E. 181st Ave. Intechange
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I-000
Roadway (E. Bound Off Ramp)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagman	8	350.00	2,800.00	1,130	9,040.00
Extra for Selected Topsoil Mat'r.	6	780.00	4,680.00	1,436	8,616.00
Treated Base Mixture	9	3,600.00	32,400.00	3,853	34,677.00
Class "B" Asphalt	27	1,200.00	32,400.00	1,312	35,424.00
Reconnect Storm Sewer (EWO #1)	---	---	---	All Required	1,822.18
		Subtotals	$72,280.00		$89,579.18

Increase	$ 17,299.18
Subtotal of Prev. Estimate	300,749.50
Subtotal	$318,048.68
Engineering	40,601.32
Total	$358,650.00

Length of Project - - - - - - - - - - - -	0.0 Mi.
Federal Funds (92.22%) - - - - - - - -	$330,747.00
State Funds - - - - - - - - - - - - - - -	27,903.00
Total	$358,650.00

Group 1 - 100%
Contract No. 9537
Prefix: 626-1908
Prefix: 626-1081

7557

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-99	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** September 7, 1982	State Oregon County Multnomah I-84-1(5)001

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. 181st Ave. Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-30-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 341,350.00	$ 314,792.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and: (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon September 13, 1982

Federal-Aid Project
No. I-84-1(5)001

N.E. 181st Ave. Interchange
Columbia River Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (E. Bound Off-Ramp)

Mobilization		All Required	$ 25,000.00
Temporary Protection and Direction of Traffic		All Required	10,000.00
Temporary Signs	380 Sq. Ft.	10.00	3,800.00
Temporary Barricades	14 Each	75.00	1,050.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	550 Lin. Ft.	8.00	4,400.00
Temporary Plastic Safety Markers	29 Each	40.00	1,160.00
Temporary Illumination		All Required	9,000.00
Sequential Arrow Signs	1 Each	1,500.00	1,500.00
Flagmen	350 Hour	8.00	2,800.00
Clearing and Grubbing		All Required	8,000.00
Removal of Structures and Obstructions		All Required	2,000.00
General Excavation	62,037 Cu. Yd.	1.50	93,055.50
Extra for Selected Topsoil Material	780 Cu. Yd.	6.00	4,680.00
Trench Excavation	275 Cu. Yd.	4.00	1,100.00
Finishing Roadbed and Slopes		All Required	6,000.00
Aggregate Shoulders	1,300 Ton	8.00	10,400.00
Treated Base Mixture	3,600 Ton	9.00	32,400.00
Cement in Treated Base Mixture	198 Ton	80.00	15,840.00
Class "B" Asphalt Concrete	1,200 Ton	27.00	32,400.00
18-inch Culvert Pipe	10 Lin. Ft.	45.00	450.00
12-inch Sewer Pipe	22 Lin. Ft.	25.00	550.00
18-inch Sewer Pipe	315 Lin. Ft.	15.00	4,725.00
Concrete Inlets, Type G-1	1 Each	450.00	450.00
Concrete Inlets, Type G-2MA	3 Each	800.00	2,400.00
Extra for Pipe Under Pavement	50 Lin. Ft.	12.00	600.00
Type 2 Fence	1,940 Lin. Ft.	2.70	5,238.00
Concrete Curbs	380 Lin. Ft.	5.00	1,900.00
Delineators, Type 2	14 Each	20.00	280.00
Delineators, Type 3	10 Each	23.00	230.00
Adjusting Manholes	1 Each	150.00	150.00
Removal of Existing Sign Installations		All Required	250.00
Wood Sign Posts		All Required	3,000.00

Exit Number Signs in Place		All Required	400.00
Type "A" Signs in Place	98 Sq. Ft.	25.00	2,450.00
Type "C" Signs in Place	56 Sq. Ft.	10.00	560.00
Type "EE" Signs in Place	49 Sq. Ft.	13.00	637.00
Type "U" Signs in Place	283 Sq. Ft.	18.00	5,094.00
Move, Reinstall and Modify Existing Signs		All Required	400.00
Roadside Seeding and Mulching	6 Acre	500.00	3,000.00
			$ 297,349.50

Anticipated Items		
Permanent Pavement Striping	All Required	$ 2,200.00
Temporary Pavement Striping	All Required	1,200.00
		$ 3,400.00
	SUBTOTAL	$ 300,749.50
	Engineering	40,600.50
	TOTAL	$ 341,350.00

Length of Project --------- 0.00 mi.

Federal Funds --------------	$ 314,792
State Funds ----------------	26,558
TOTAL	$ 341,350

Group 1 100%
Contract No. 9537
Prefix: 626-1908
Prefix: 626-1081

9537

August 27, 1984

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9537

Gentlemen or Ladies:

Contract No. 9537 awarded to R. A. Hatch Co. for work on the NE 181st Interchange (East Bound Off-Ramp) Section of the Columbia River Highway in Multnomah County was completed on November 9, 1983, and accepted by the State Highway Division on August 21, 1984.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 4, 1984.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

9537

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

AGENDA
AUG 21 1984

CON 5

DATE: August 8, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NE 181st Ave. Intch. (Eastbound Off-Ramp) Section
Columbia River Highway, Multnomah County
Contract No. 9537

This federal aid interchange improvement project has been completed and it is now apparent that the final cost will exceed the project authorization by $23,750.00 or 7.0 percent.

Because of extremely heavy traffic in the project area and numerous truck crossings involved, it was necessary to use more flagging time than had been anticipated. Together with other incidental unanticipated items such as removal of temporary striping and addition of some permanent signing to benefit public safety, these items added more than $8,400 to the cost of the project.

When excavating for installation of a sewer line into an existing manhole, a conflict was encountered with an existing storm sewer pipe, necessitating adjustment and reconnection of the existing line. This work added more than $2,400 to the cost of the project.

Electrical conductors installed under the contract were damaged by a severe winter storm after the contractor had been released. Repair of the highway lighting facility added approximately $2,500 to the cost of the project.

Due to the location of the project and the nature of the work involved, it was necessary to do an unusual amount of re-staking of the several elements of work, thus causing construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase, except $5,810, is eligible for federal participation.

I recommend that the authorization be increased by $23,750.00 to a new total of $365,100.69. This matter will be on the consent calendar for the August 21 meeting.

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

9537 t

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
NE 181st Ave. Intch. (Eastbound Off-Ramp) Section
Columbia River Highway, Multnomah County
Contract No. 9537

This federal aid interchange improvement project has been completed and it is now apparent that the final cost will exceed the project authorization by $23,750.00 or 7.0 percent.

Because of extremely heavy traffic in the project area and numerous truck crossings involved, it was necessary to use more flagging time than had been anticipated. Together with other incidental unanticipated items such as removal of temporary striping and addition of some permanent signing to benefit public safety, these items added more than $8,400 to the cost of the project.

When excavating for installation of a sewer line into an existing manhole, a conflict was encountered with an existing storm sewer pipe, necessitating adjustment and reconnection of the existing line. This work added more than $2,400 to the cost of the project.

Electrical conductors installed under the contract were damaged by a severe winter storm after the contractor had been released. Repair of the highway lighting facility added approximately $2,500 to the cost of the project.

Due to the location of the project and the nature of the work involved, it was necessary to do an unusual amount of re-staking of the several elements of work, thus causing construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase, except $5,810, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $23,750.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

O.K. - WES

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Gary Kennen

B. M. Walton
W. F. Cobine

[illegible] HWY ENGR						
AUG 9 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

9537

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

June 12, 1984

IN REPLY REFER TO
HFO.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-84-1(5)001
NE. 81st Avenue Interchange (Eastbound Offways)
Columbia River Highway
Request for Change Order Approval, Contract 9537; SFO No. 3
(Mr. Fredrickson's Letter, May 18, 1984)

Mr. Fredrickson's letter requests Federal authorization to participate in the cost to repair some electrical conduit which was damaged during severe ice storms, which I assume occurred in December 1983.

A final inspection was made of the project on September 28, 1983, at which time the work was found to be complete, and acceptance of the project was recommended. Correction of damage to electrical conductors from a storm occurring after that date appears to be properly categorized as maintenance. Therefore I am unable to authorize Federal participation for this work and am returning State Force Order No. 3.

Sincerely yours,

G. K. Hossner
Dale E. Wilken
for Division Administrator

Enclosure
SFO No. 3

RECEIVED
STATE HWY ENGR
JUN 18 '84
REFER TO
Fredricksen
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☑ File ☐

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Return To

DATE: May 18, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Herm
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

Federal-aid Project
No. I-84-1(5)001

SUBJECT: Request Change Order Approval

Contract	9537 State Force Order No. 3
Project	N.E. 181st Ave. Int. (E.B. Off ways)
Highway	Columbia River
County	Multnomah

This order is to reimburse the State forces to install some new electrical conductors damaged by winter storm.

The contractor on this project had been released from the project as all his work was complete. During the severe ice condition some electrical conductors associated with the highway lighting system was damaged.

The State forces needed to make these emergency repairs. The amount of work did not warrant a seperate contract. The State forces had the trained men and equipment availavble to do this work expeditiously and economically. Your concurrence is requested.

The amount of this order is for $2500.00 with federal participation amounting to approximately $2305.00.

Confirming March 1, 1984 authorization date is requested.

HM:lm

Attach.

RECEIVED
MAY 22 1984

Form 734-3122

P

ORDER FOR FORCE WORK

ORDER No. 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9537
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME N.E. 181st Ave Interchange(E.B. Offramp) DATE 2-27-, 1984

HIGHWAY Columbia River FAP No. I-84-1(5)001

COUNTY Multnomah PREFIX 626-1081 FUNCTION 270-03

DESCRIPTION OF WORK TO BE DONE: Reinstall electrical conductors to existing Highway lighting.

LOCATION BY STATION NUMBERS:

553+40 - 565+00

ESTIMATE OF QUANTITIES & COSTS:

Estimated Labor, Equipment and Materials	$2,500.00

EXPLANATION:

Electrical conductors installed under contract were damaged by severe winter storm and must be repaired. The contractor for this project has been released.

Prepare a seperate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 341,350.69
Present estimate of costs including work under this Force Order	$ 353,603.31
Estimated Overrun ~~Underrun~~ Amount	$ 12,252.62
Estimated Overrun ~~Underrun~~ Percent	3.6

SUBMITTED BY: Gary Kennen

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 3-1-84
Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

734-1105 (Rev. 1-79)

ORDER FOR FORCE WORK

P

ORDER No. 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9537
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name).

PROJECT NAME N.E. 181st Ave Interchange(E.B. Offramp) DATE 2-27- 1984

HIGHWAY Columbia River FAP No. I-84-1(5)001

COUNTY Multnomah PREFIX 626-1081 FUNCTION 270-03

DESCRIPTION OF WORK TO BE DONE: Reinstall electrical conductors to existing Highway lighting.

LOCATION BY STATION NUMBERS:

553+40 - 565+00

ESTIMATE OF QUANTITIES & COSTS:

Estimated Labor, Equipment and Materials $2,500.00

EXPLANATION:

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CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 341,350.69

Present estimate of costs including work under this Force Order . . . . . . $ 353,603.31

Estimated Overrun ~~Underrun~~ Amount . . . . . $ 12,252.62

Estimated Overrun ~~Underrun~~ Percent 3.6

SUBMITTED BY:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 3-1-84
Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79) SP*70890 774

ORDER FOR FORCE WORK

P

ORDER No. 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9537
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME N.E. 181st Ave Interchange(E.B. Offramp) DATE 2-27- 1984

HIGHWAY Columbia River FAP No. I-84-1(5)001

COUNTY Multnomah PREFIX 626-1081 FUNCTION 270-03

DESCRIPTION OF WORK TO BE DONE: Reinstall electrical conductors to existing Highway lighting.

LOCATION BY STATION NUMBERS:

553+40 - 565+00

ESTIMATE OF QUANTITIES & COSTS:

Estimated Labor, Equipment and Materials	$2,500.00

EXPLANATION:

Electrical conductors installed under contract were damaged by severe winter storm and must be repaired. The contractor for this project has been released.

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CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 341,350.69

Present estimate of costs including work under this Force Order . . . . . . $ 353,603.31

Estimated Overrun ~~Underrun~~ Amount . . . . . $ 12,252.62

Estimated Overrun ~~Underrun~~ Percent 3.6

SUBMITTED BY: Gary Kennen

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 3-1-84
Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): N.E. 181st Ave Interchange (E.B. Off-ramp)
CONTRACT NO.: 9537
HIGHWAY: Columbia River
COUNTY: Multnomah
PREFIX: 626-1081
SUBMITTED BY (RESIDENT): Gary Kennen
DATE: 2-27-84
FOR ☐ REVIEW ☒ APPROVAL
F.A. PROJECT NO.: I-84-1(5)001
SUBMITTED BY (REGION):
DATE:
FOR ☐ REVIEW ☐ APPROVAL
TO ACCOMPANY (ORDER TYPE AND NUMBER): S.F.O. #3

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

MARION CRAFT BY G. KENNEN ON 2-24-84
BY ON
BY ON
BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

BY ON
BY ON
BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☐ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☐ NO; ☒ NOT APPROPRIATE
COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
$ 2500.00	$ 341,350.69	$ 353,603.31	3.6 %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

Electrical conductors installed under contract were damaged by severe winter storm and must be repaired. The contractor for this project has been released.

RECEIVED
FEB 29 1984
CONSTRUCTION SECTION
CE CAE FOE OCS SCS SSO OE CS LS TC PE CP

OM MRE OE PPM CE
TCS RECEIVED ME
US FEB 28 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

C. O. Fredrickson

Marion Craft

☐ CONTINUED ON ADDITIONAL SHEET(S)

734-1882 (11-81)

Submit Original to Construction Branch

9537

1-84

ROAD DESIGN SECTION

DES 16
TRA 7

E. L. Hardt
Metro Region Engineer

November 30, 1983

J. H. Versteeg
Road Design Engineer

181st Avenue Interchange with Interstate 84
(Temporary Eastbound On-Ramp)

The proposed temporary eastbound on-ramp at the 181st Avenue Interchange has been carefully analyzed by the Traffic and Design Sections. This proposal, from a safety and operational perspective, is unsafe, substandard and unacceptable based on this review. An interim ramp at this location is not acceptable and should not be constructed.

JHV:kkr

cc: E. S. Hunter
L. E. George

RECEIVED
NOV 30 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

1537 84

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7

TO: J. H. Versteeg
Road Design Engineer

DATE: November 23, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: 181st Avenue Interchange with Interstate 84
(Temporary Eastbound On-Ramp)

Our analysis of the proposed temporary eastbound on-ramp at the subject location is in substantial agreement with Metro's previous analysis. In addition to the obvious deficiencies of confusing traffic movements concentrated in a tight area, the location of the ramp access point on 181st would make it almost impossible to sign these separate movements for safe operation.

The proposed ramp also has substandard alignment that could create a legal liability that would not be in the best interest of the Highway Division to assume.

A signal would not be recommended with this intersection configuration due to the skewed alignments of the ramp terminals and the lack of storage and lanes which affect the overall capacity.

It is estimated that the existing P.M. traffic demand for the proposed ramp would be approximately 150 vehicles per hour. (See attached Diagram I for 1982 peak hour traffic.)

We would conclude that an interim ramp at this location is not feasible. The current proposed full interchange revision appears to be the most practical solution to placing an on-ramp at this location.

L. E. George

L. E. George
Traffic Engineer

RW:ds
Attachment

cc: E. L. Hardt

I agree
letter sent to Hardt

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 [illegible]
[illegible]
Trout
[illegible]

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

81-125-1387

Contains Recycled Materials

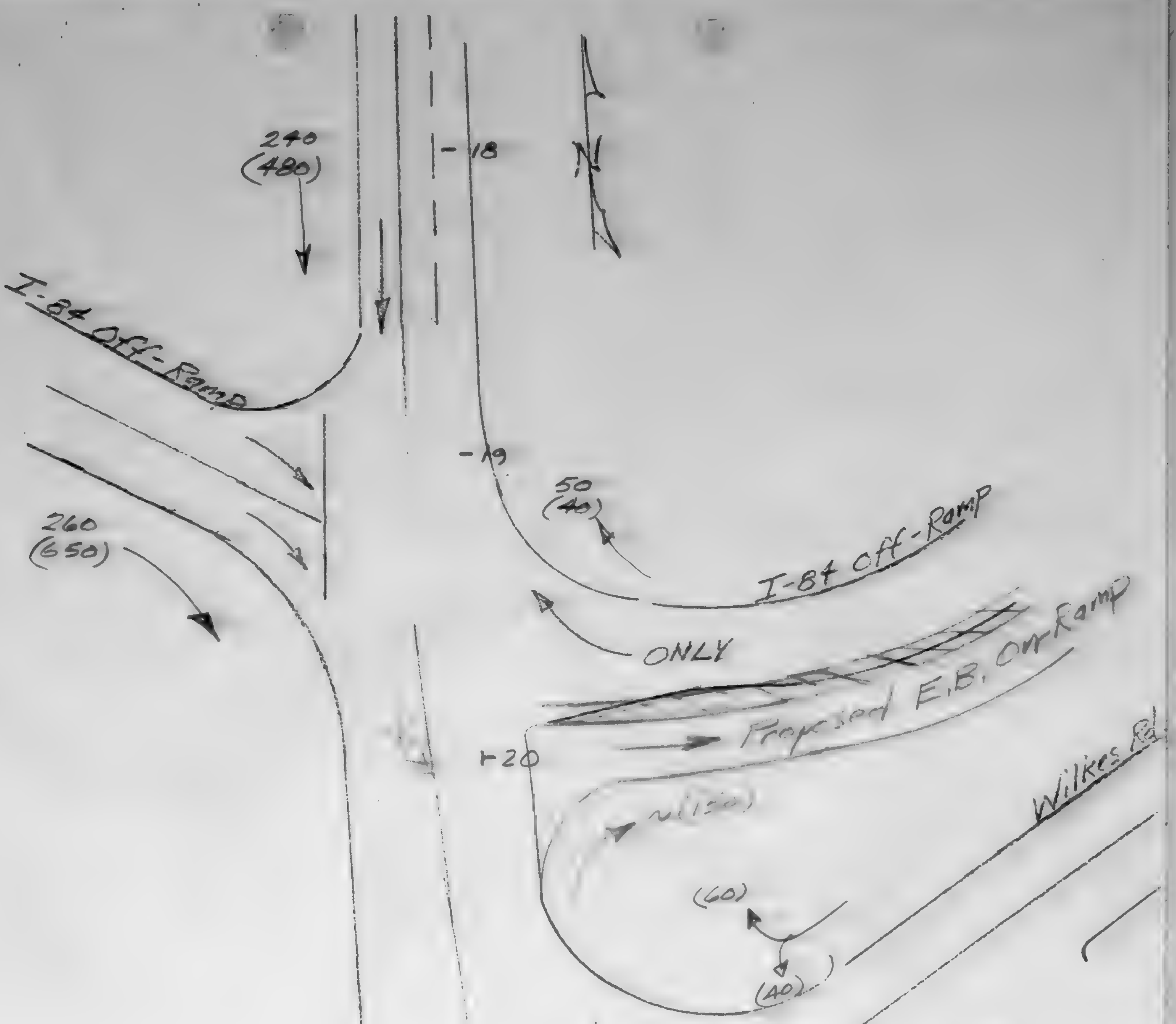

240
(480)
-18
N
I-84 Off-Ramp
260
(650)
-19
50
(40)
I-84 Off-Ramp
ONLY
Proposed E.B. On Ramp
-20
Wilkes Rd
~(150)
(60)
(40)
-21
1250
(620)
40
(10)
-22
N.E. 181st Ave.

DIAGRAM I

181st Ave. @
I-84 Off-Ramps
& Wilkes Rd.

Scale 1" = 50'

xxx = 1982 A.M. Pk.
(xxx) = 1982 P.M. Pk.

STATE OF OREGON **INTEROFFICE MEMO**

TO: HAL VERSTEEG
Road Design Engineer

DATE: October 18, 1983

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: 181ST AVE. INTERCHANGE WITH I-84
CONCERNS FOR EASTBOUND ON-RAMP

RECEIVED
OCT 19 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We recently completed a project at the 181st Ave. Interchange with I-84 to construct a new eastbound off-ramp. This construction work has prompted a local restaurateur, Don Graber, to suggest that we could easily build a temporary eastbound on-ramp for a minimal amount of money (around $100,000). He has told me that he feels this temporary ramp is vital to the survival of his restaurant.

I had this proposal analyzed by E. J. Dunn's office, and also Tom Schwab's. E. J. came up with a plan and a cost estimate, which is attached. Tom Schwab developed an analysis of the operation of 181st Ave. with this temporary ramp in place and that's also attached. You'll also find copies of correspondence between Don Graber and me. My position is that we'd have to acquire right-of-way and build the ramp to our standards, which would then cost about $200,000, that the need is not evident to me, and that most of the money would be wasted since it would be of a temporary nature. I've told Mr. Graber that we won't build this ramp for him. He persists---his latest move was to appear at the Six-Year Program meeting and request that we go ahead with the project---he feels that I'm not listening to him. He feels we can build this ramp to substandard design, post it for a hazardous or unusual condition, and get the job done rather easily.

I'd like you to review this information and let me know what you think of it. I'm concerned because Mr. Graber is telling everyone that will listen that the Highway Division is not responsive to his request, doesn't understand it, and won't listen to it. Please let me know what you think.

ELH/cp
cc E. J. Dunn
   Tom Schwab

[illegible]

Ice Westerly
1882 in lower part of photo

View Easterly showing
Proposed Term [illegible]

egon State Highway Division

Sheet 1 of 2

Date 8-23-83

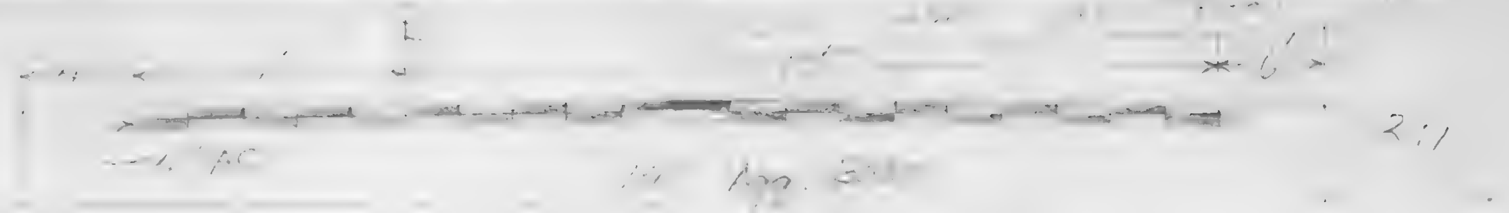
Summary - Bid Schedule - Cost Estimate

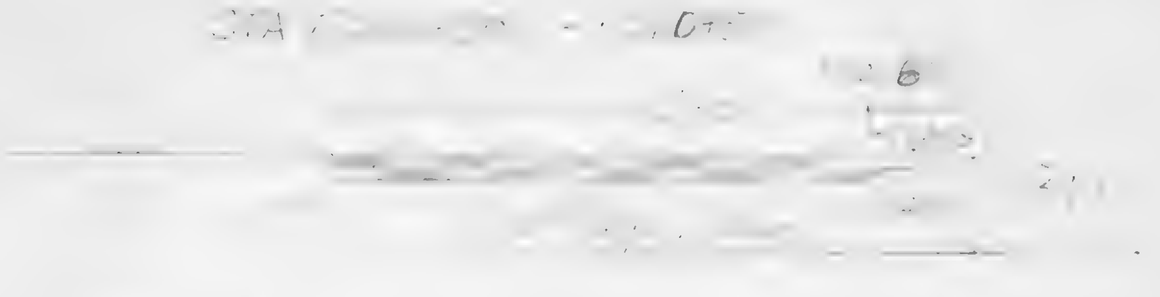
Section 117th - 181st I-84 (Temp. on-ramp at 181st Intchg.) County Multnomah

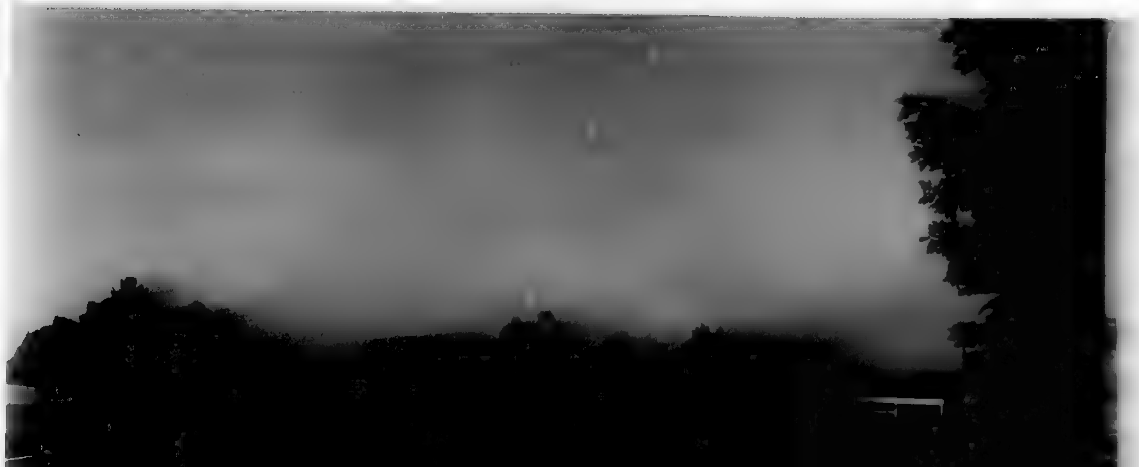
Kind of Work Earthwork, Grading, & Paving Length 1250 Name Kobernik

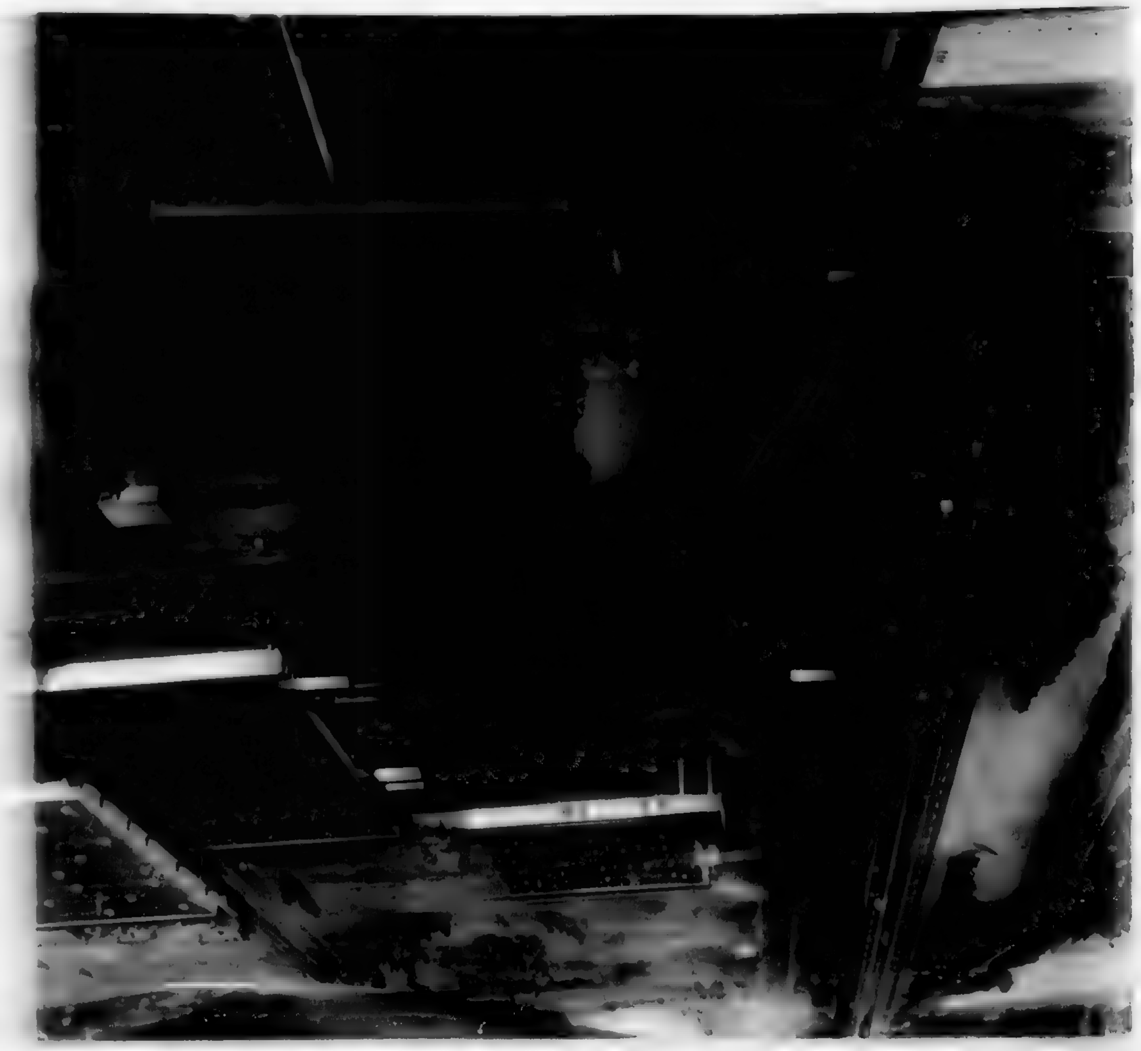
No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization	110	LS	ALL	7%	6771
	Temp. Protection & Directional Measures for Traffic	111	LS	ALL	3%	2902
	Temporary Signs	111	Sq. ft.	100	6^{00}	600
	Temp. Class III Barricade	111	Ea.	8	85^{00}	680
	36" x 18" Plastic Drums	111	Ea	25	80^{00}	2000
	Flagperson	111	hr.	320	15^{00}	4800
	Clearing & Grubbing	201	LS	All	1500	1500
	Removal of Structures & Obstructions	202	LS	All	500	500
	General Excavation	203	Cu. yd.	4220	5^{00}	21,100
	Finishing Roadbed & Slopes	222	LS	All	2000	2000
	Watering	233	M-Gal	5	10^{00}	50
	Coarse Crushed Agg. Base	304	Ton	4765	10^{00}	47,650
	Class 'B' Asphalt Concrete	403	Ton	490	16^{00}	7,840
	Asphalt Cement in Mixture	403	Ton	32	185^{00}	5,920
	Asphalt Tack Coat	407	Ton	1	250^{00}	250
	Type 2 Fence	607	Lin ft.	480	3^{00}	1340
	Guide Posts	623	Ea.	100	5^{00}	500
	Sub Total					106,403
	Engineering & Contingencies	50%				53,202
	Sub total					159,605
	R/W - 16,350 sq. ft. @ 3^{00}/sq ft (8-23-83)					49,050
	Total					208,655

2 2









Camera 35 mm

w/ [redacted] 50 mm lens

I-84 East from 181st

Aug 17th 6:00 pm

Camera. 35 mm
w/ 50 mm lens

Ind. I-84- N.E. 181st

Aug 17 - 83 - 6:45 pm.

Aug 17 - [illegible]

Camera 35 mm
w/ 50 mm lens

N.E. 181st North to I-84
Aug 12 85 6:45 pm

Aug [illegible]

8/30/83

181st AVENUE @ EB I-84 RAMP / WILKES RD

1. With a new on-ramp to I-84 EB existing or current traffic use will be 1,500 vehicles per day.

2. Left turns from 181st to either the on-ramp or Wilkes Rd will need to be prohibited. Signing for either move is impossible to place in the right area.

3. Movement from the EB off-ramp to Wilkes Rd would also not be allowed. Passenger cars and trucks would block SB 181st in order to complete this move.

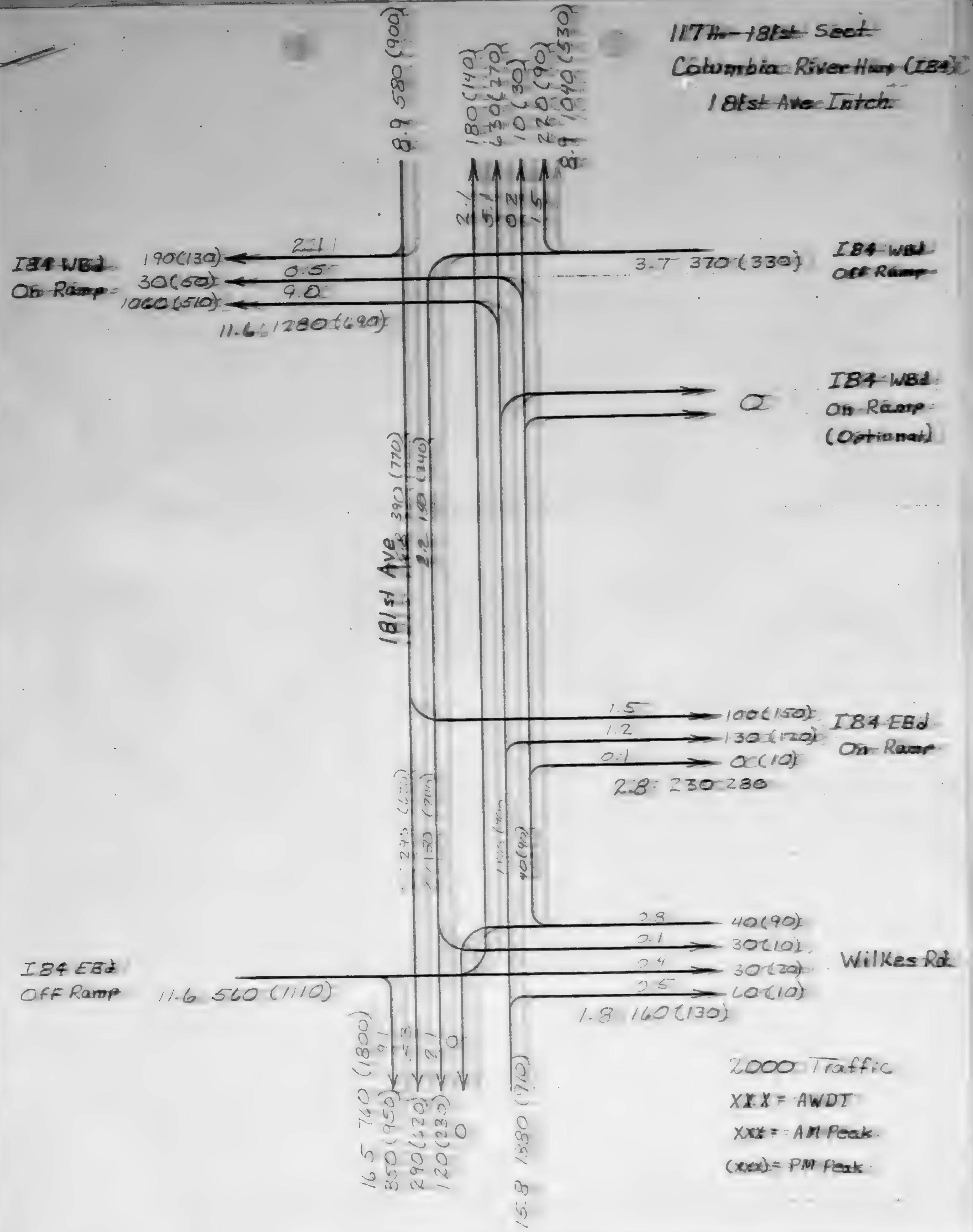
4. Left turn out of Wilkes Rd should be prohibited because of traffic volume and sight distance problems.

5. Could not provide traffic signal in this area until 181st Ave is widened.

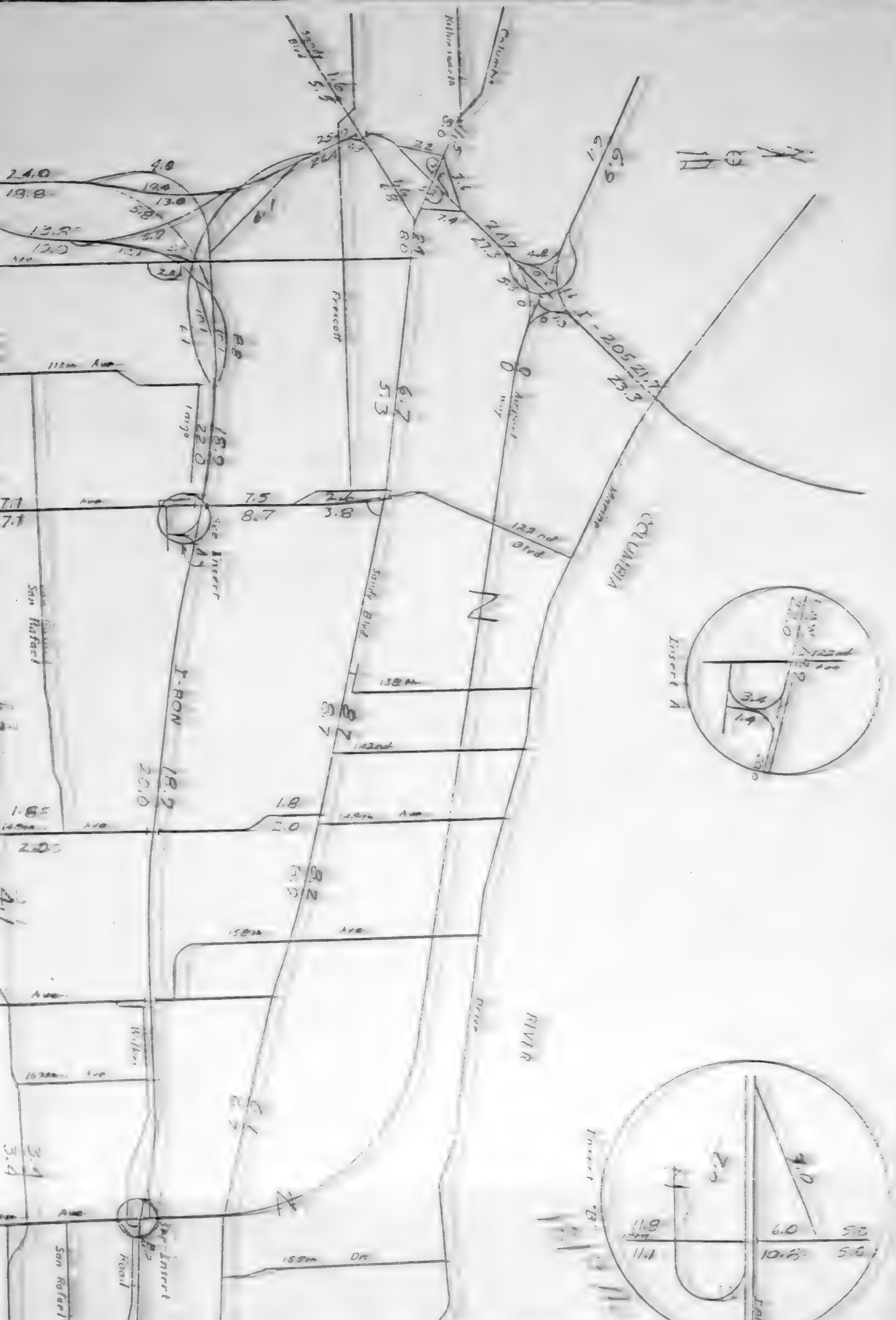
6. Travel distance from common point on 181st to common point on I-84 is 3.4 mi by way of new I-84 ramp
3.6 mi by way of Sandy Blvd.

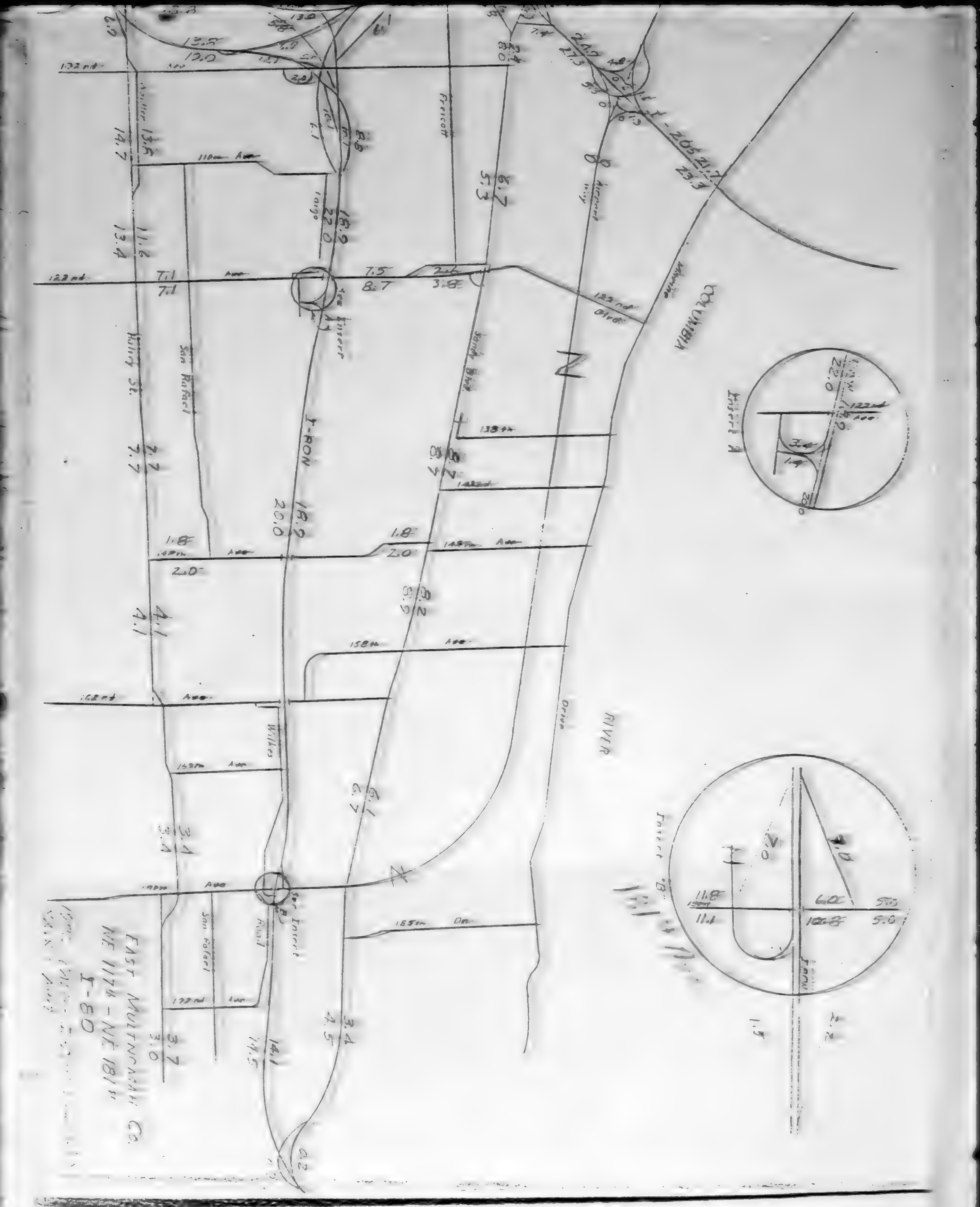
7. With the interim design of a on-ramp near Wilkes Rd it is [redacted] possible some users will make a wrong right turn and end up on Wilkes Rd.

117th-181st Sect.
Columbia River Hwy (I84)
181st Ave Intch.


8.9 580 (900)
180 (140)
630 (270)
10 (30)
220 (90)
8.9 1040 (530)
2.1
5.1
0.2
1.5
I84 WBd
On Ramp
190 (130)
30 (60)
1060 (510)
2.1
0.5
9.0
11.6 1280 (690)
3.7 370 (330)
I84 WBd
Off Ramp
0
I84 WBd
On Ramp
(Optional)
181st Ave
390 (770)
2.2 190 (340)
1.5
1.2
0.1
100 (150)
130 (120)
0 (10)
I84 EBd
On Ramp
2.8 230 280
240 (620)
130 (710)
160 (400)
40 (90)
2.8
0.1
0.4
0.5
40 (90)
30 (10)
30 (20)
60 (10)
Wilkes Rd
1.8 160 (130)
I84 EBd
Off Ramp
11.6 560 (1110)
9.1
5.3
2.1
0
16.5 760 (1800)
350 (950)
290 (620)
120 (230)
0
15.8 1380 (710)

2000 Traffic
XX.X = AWDT
XXX = AM Peak
(XXX) = PM Peak


Sandy Blvd
Killingsworth
Columbia
24.0
18.8
4.8
13.5
12.0
6.1
Prescott
111th Ave
I-205 21.7
23.3
Airport Way
Marine
COLUMBIA
RIVER
7.5
8.7
2.6
3.8
122nd Blvd
See Insert
San Rafael
Sandy Blvd
I-80N
18.2
22.0
18.9
20.0
6.7
5.3
N
138th
142nd
148th Ave
1.8
2.0
158th Ave
165th Ave
Wilkes
See Insert
185th Dr
San Rafael
Drive
Insert A
122nd Ave
3.4
1.4
Insert "B"
11.8
11.1
6.0
10.6
5.0
5.0
4.0


EAST MULTNOMAH CO.
NE 117th - NE 181st
I-80
I-80N
I-205
COLUMBIA
RIVER
Marine Drive
Sandy Blvd
Airport Way
San Rafael
Halsey St.
Wilkes Road
Prescott
122nd Ave
122nd Blvd
138th
142nd
148th Ave
158th Ave
162nd Ave
169th Ave
172nd Ave
181st Ave
185th Dr
110th Ave
102nd Ave
N
Insert A
Insert "B"
See Insert A
See Insert B
22.0
18.9
20.0
18.9
7.1
7.5
8.7
3.8
1.8
2.0
4.1
3.1
3.7
3.0
14.1
14.5
6.7
5.3
8.2
5.9
6.1
6.7
3.4
4.5
13.4
11.6
14.7
13.6
7.7
0.2
23.3
21.7
11.8
11.4
6.0
10.8
5.0
7.0
1.5
2.2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

[redacted]

In Reply Refer To:
File No.:

GM MRE CE PRM CE
ME
TOO
PDM
US
CSA Metro Region
SO PA EM BUD LMR

ret to cpl

[redacted]

As discussed with you at our meeting on August 12th, we have prepared a design for a temporary eastbound on-ramp to I-84 at 181st Avenue. Our estimate for this work, including the necessary right-of-way, is about $200,000. Because of the need for the new right-of-way, the work could not be done until after the Highway Division had ownership of this property. This investigation has confirmed my previous decision that this temporary ramp is not feasible for the following reasons:

1. The cost would essentially be "wasted", since the construction would be temporary, except for some earth moving and for the right-of-way cost.

2. The presence of this temporary on-ramp would complicate the ultimate remodeling of the interchange, causing us either to close the ramp, which would be difficult once traffic patterns were established, or spend an additional sum of money during the construction to keep it open.

3. The traffic operation on 181st in the vicinity of this on-ramp entrance would be very confusing to the motorist, due to the presence of the two off-ramps and Wilkes Road. Traffic moves would be very difficult to sign and there would be considerable driver confusion leading to congestion and accidents.

I'm sorry I cannot agree with your request to have this temporary ramp constructed now, but I do not believe it would be a prudent use of the taxpayers' dollars.

[illegible]

Edward L. Hardt
Metro Region Engineer

ELH/gw
bc: Tom Schwab

RTEN

OM ~~SM~~ CE DPM CE
TCS RECEIVED ME
US AUG 2[illegible] DPM
CSA Metro Region TAM
SO PA EM BU ~~[illegible]~~

PAPA DON'S RESTAURANT
18140 N E HALSEY
PORTLAND, OREGON 97230
(503) 667-0465

August 18, 1983

Mr. Ed Hardt,
Oregon Department of Transportation

I appreciated your time spent with me on the matter of the intersection of I-84 and 181st Ave last Friday. Enclosed are an additional group of signatures that I picked up on Saturday morning. This makes a total of 506 signatures that I gathered between Thursday noon and Saturday a.m.

Also enclosed are some pictures showing this intersection and the outline of the temporary fix that I am suggesting.

To again cover the points that I am trying to get across, I have developed the following.

I. The Need for this project.

1. There is a considerable amount of traffic that needs to use this route east, that is generated in the area East of 122nd Ave.

2. There is a need for return access to the freeway, now it is an exit only situation.

3. Fire District 10 must now answer calls on the Freeway east of 181st from the station on 133rd, going west to 122nd and then east on the freeway, rather than answering the calls from the station on 190th, which results in considerable delay. (See enclosed letter from Fire District 10.) This is a problem for ambulance and police also.

4. Providing this temporary access route now will make three-fourths of the diamond interchange that had been proposed for construction in 1981 available this fall, and will serve until the full project can be completed.

II. The traffic pattern.

1. Traffic southbound on 181st will come from Sandy Blvd directly, traffic from I-84 will turn directly onto 181st. No left turn permitted from 181st to Eastbound freeway entrance. Left turn permitted to Wilkes Road.

2. Northbound traffic on 181st may turn left to freeway entrance westbound, continue north to Sandy Blvd directly or turn right to the eastbound freeway entrance.

3. Traffic northbound to Sandy Blvd from I-84 East would continue to use the existing circular exit.

4. There will be over 1500 feet parallel to the freeway for an acceleration lane.

5. Traffic lights will not be required, as the only crossing traffic will be to the westbound on-ramp which now is against relatively light traffic.

III. The reasons for doing it now.

1. The full diamond was supposed to have been completed long before this and the need for it still exists.

2. With the construction of the Streetcar line on Burnside now under way, it would be beneficial to get traffic onto the freeway as quickly as possible.

3. The continuing need for access to the freeway from a Public Safety standpoint.

4. The economic development of this area calls for immediate action on this too long delayed project.

IV. The Costs.

1. Somewhere between 85,000 and 100,000 dollars should do it. (Mobilization costs could have been avoided if this small job could have been added to the existing contract when I first started asking about this).

2. All excavation will be utilized in the final construction of the permanent ramp.

3. Pavement can be of lighter construction than normal freeway, as this should not be considered a permanent fix. Traffic barriers are moveable and reusable.

4. Signs and paint are a loss.

V. The question of liability for a non-standard grade.

1. By properly signing this ramp as a "Temporary access - Use extreme caution", liability can be eliminated.

2. The question of liability from limiting access of emergency vehicles when such a simple and relatively inexpensive solution is available must be considered.

Thank you again for your time and consideration of this matter.

Sincerely,

Don Graber

Don Graber

CC Bob Bothman
Vikki Rokker
Tom Schwab

9537

FORM [illegible]

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. 181st Ave. Intchg. (East Bound Off-Ramp)

WEEK ENDING: November 19, 1983

SECTION PREFIX: 626-1081

HIGHWAY: Columbia River

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, Paving, and Signing

CONTRACTOR: R. A. Hatch Co.

CONTRACT NUMBER: 9537

FEDERAL AID PROJECT NUMBER: I-84-1(5)001

DATE OF CONTRACT: 8-31-82

DATE WORK STARTED: 9-18-82

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 250 CWD

CALENDAR DAYS USED: 257

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $ 341,350.69

EXCLUSIVE OF ENGINEERING: $ 314,283.23

ENGINEERING AUTHORIZATION: $ 27,067.46

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 310,403.31

ENGINEERING COST TO DATE: $ 40,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT UNDERRUN: 1 %

PERCENT OF AUTHORIZATION: 150 %

DATE PROJECT WAS COMPLETED: 8-27-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	Gen. Exc.	Agg. Shld.	C.T.B.	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	62,037 CY	1,300 T	3,600 T		1,200 T
TOTAL QUANTITIES CORRECTED TO DATE	58,936 CY	1,046 T	3,850 T		1,312 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	58,936 CY	1,046 T	3,850 T		1,312 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Rain	0		
WEDNESDAY	Rain	0		
THURSDAY	Rain	0		
FRIDAY	Rain	0		
SATURDAY		0		

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OCS NOV 21 1983 LS
SCS CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity 11-13 to 11-19-83
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Project compelte.

ANTICIPATED: Semi-final will be submitted. Final Report.

SIGNED Gary Kennen LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES nig 9537

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-84-1(5)001

2. STATE PROJECT NO. See below

5

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
11-9-83

4. PROGRAM NO.

5. ITEM NO. 00030

2A. COUNTY NAME Multnomah

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-28-83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE. 181st AVENUE INTERCHANGE (EB OFF RAMP)

11. GENERAL DESCRIPTION OF WORK

Furnish and install additional permanent signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of September 28, 1983 as requested in Mr. Keasey's letter of November 3, 1983 as being cost-effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,373; Federal Funds $1,266.

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9537

June 17, 1983 CON

Russ Eppler
4230 SW Hewett
Portland, Oregon 97221

Your note to Paul Phillips regarding the 181st Interchange on I-84 in Northeast Portland was forwarded to this office. I am pleased to be able to tell you that the Highway Division presently has under contract a project to construct a new off-ramp at the 181st Interchange along the lines of your sketch. This will allow traffic to exit the freeway before they reach 181st Avenue, thus letting them make a right turn to head south on 181st. We expect the project to be complete and open to traffic during August of this year.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

cc Paul Phillips

ELH:cp st

bc H. S. Coulter
E. L. Hardt

STATE OF OREGON

ROUTE SLIP

Date 6-8

TO: Jim Bottom

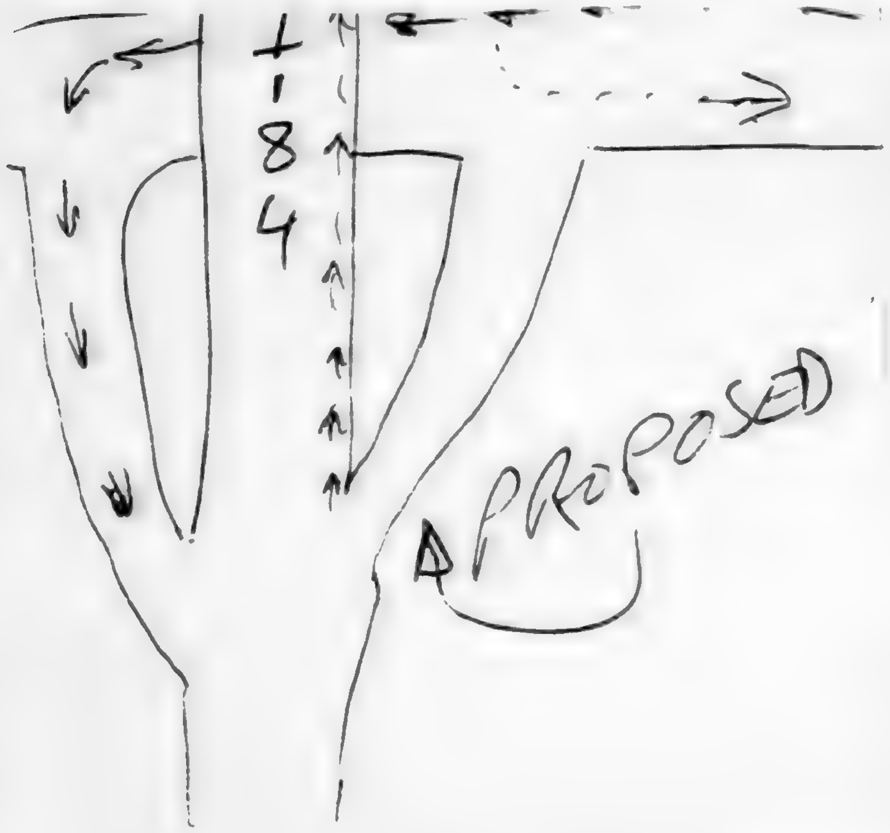
FROM: Gary Roth

CHECK
___ Approval
___ Necessary Action
___ Prepare Reply
___ For My Signature
___ Your Signature
___ Comment
___ Initial and Return
___ Investigate
___ Confer
___ Per Telephone Conversation
✓ For Your Information
___ As Requested
___ Note and File
___ Return With More Details

COMMENTS: This is the info. pertaining to our conversation yesterday. Paul Phillips, Gov. office, would like a copy of the letter you send to Russ Eppler.

0 1983

1 (F. AFFIC
BAC AVE
TOL TO
RE OF
I- EOPLE
GO LOCK
I-84 EXITING TRAFFIC FROM
CROSSING 181ST + GOING SOUTHBOUND.



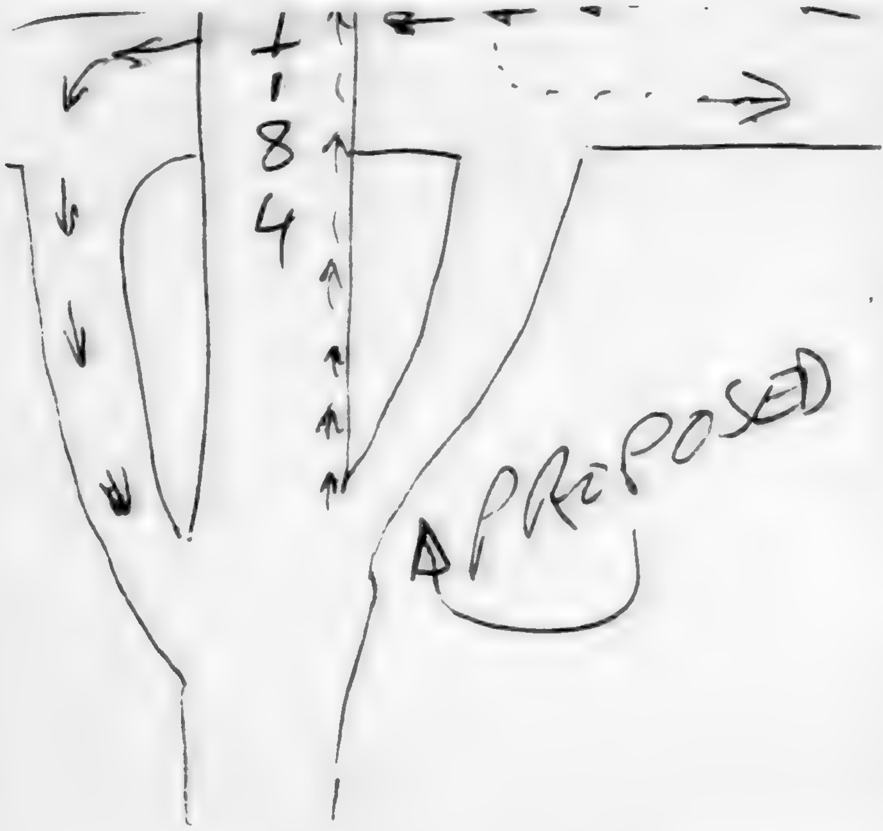
1 PAUL,

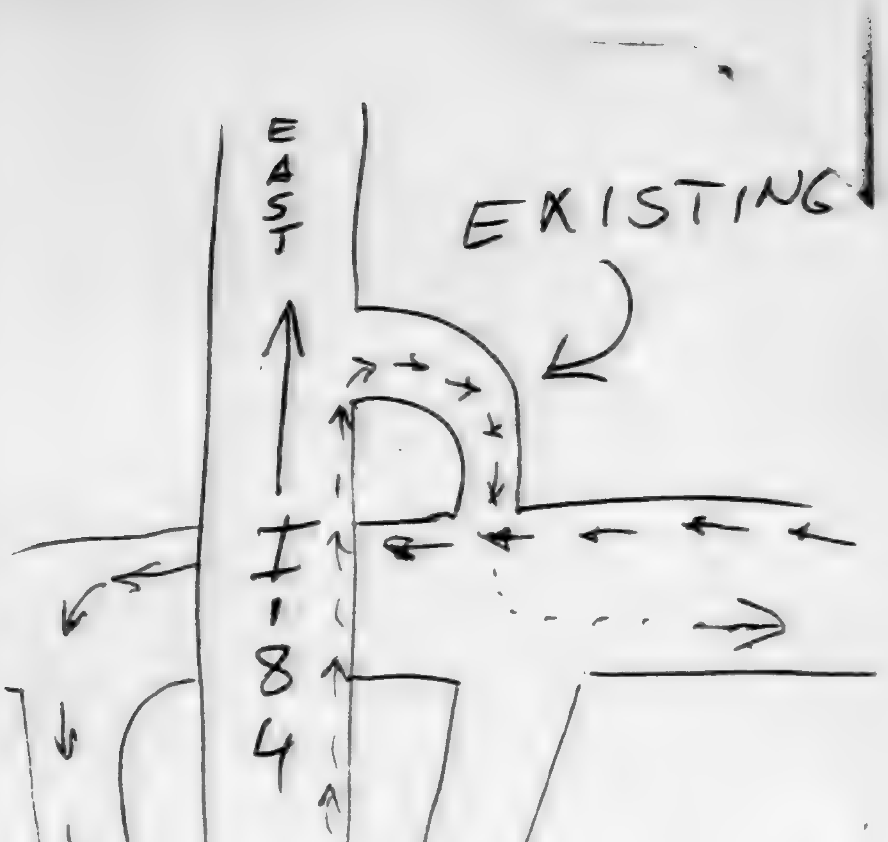
RUSS EPPLER
4230 S.W. HEWETT
PORTLAND, OR 97221

MAY 10 1983

BECAUSE OF SEVERE TRAFFIC BACK UP, 3 OR 4 COUPLES HAVE TOLD ME SOMEBODY OUGHT TO REDO THE 181ST EXIT OFF OF I-84. (SEE DIAGRAM). PEOPLE GOING NORTH ON 181ST BLOCK I-84 EXITING TRAFFIC FROM CROSSING 181ST + GOING SOUTHBOUND.

Russ




EAST
EXISTING
I-84
PROPOSED

3LH
K.D.

I-84

ROAD DESIGN SECTION

DES 16

Gary Kennen
Project Manager

May 20, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
N.E. 181st Ave. Intch. Off-ramp Section
Columbia River Highway
Multnomah County
Contract No. 9537

____Versteeg ________
____Anderson ________
____Adams ________
____Macnab ________
____Stoudenmayer ________
____Turpin ________
I Trout ________
____Waberlig ________

RECEIVED
MAY 20 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To ________
Bring Up ____/____/____
Action ________

Attached find three prints of the added Type "V" sign on the above-named project.

One print should be kept by you for field inspection purposes, one print forwarded to Don Wackerbarth's office for shop inspection of the signs and one print sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

I-84

ROAD DESIGN SECTION DES 16

Wayne Schulte
Acting Project Manager

March 9, 1983

Donald R. Adams
Final Design Engineer

Sign Shop Drawings
181st Avenue Interchange Off-ramp
Columbia River Highway
Multnomah County
Contract 9537

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Turpin
Trout
[illegible]

RECEIVED
MAR 11 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached are three sets of approved shop drawings for the Type "A" and Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

9537

Bot I-84

REFERRED TO
Watson Mann
Cole ✓ Stoudenmeyer
Erikson King
Dorn Lou
Return Discuss Do File Due
By FINAL DESIGN ENGINEER
Status

NOTED
ROBERT N. BOTHMAN

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

RECEIVED
ASST STATE HWY ENGR
FEB 28 '83
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer To
File No

2-8-83
~~February 24, 1983~~

Dennis Buchanan
Multnomah County Executive
County Courthouse, Room 136
Portland, OR 97204

Dear Sir:

You wrote on January 7 and suggested that the Highway Division begin right-of-way acquisition on the 181st interchange with the I-84 project in the near future. I have been given approval to proceed with the next stage of the project, which is right-of-way acquisition. Unfortunately, due to the fact that we are acquiring a significant portion of the right-of-way from the Union Pacific Railroad Company, this right-of-way acquisition phase will take about three years to accomplish. I've attached a print of the design of the interchange in order for you to see how we affect the railroad.

At the present time the status of the project is that the environmental impact statement has been approved. The next stage is to complete the preliminary engineering, which then allows us to move into the right-of-way acquisition stage. Listed below is our schedule for the progress of the project.

- July 1, 1983 - complete preliminary engineering.
- July 15, 1983 - complete review of preliminary engineering by Location and Final Design.
- October 1, 1983 - complete right-of-way description phase.
- October 15, 1983 - prepare right-of-way programming estimate.
- November 1, 1983 - program right-of-way funds with FHWA.
- October 1986 - complete right-of-way acquisition and railroad negotiations (about three years for R/W).
- ~~November 1986 - contract entire project~~ which is currently estimated in 1980 dollars at $28.3 million.
- Spring 1989 - completion of improvement, assuming construction time at 2½ years.

(over)

RECEIVED
1983
ROAD DESIGN SECTION
1 Watson ✓
3 Anderson
Adams
Olson
4 Sullivan
Turpin
2

RECEIVED
TECHNICAL SERVICES
MAR 1 '83
REFER TO Dusley
FOR
Info	Inves	R/D	D/R	Sign	Act	File
					X	

cc Potter
Hunt
Boyd
Dusley

734-1850

At first blush it may seem excessive to allocate three years for right-of-way acquisition, but our past experience with the Union Pacific Railroad is that right-of-way negotiations with them tend to move slowly, in spite of our best efforts. If you have any levers you can pull to expedite this work with the railroad, we'd be happy to have your help.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

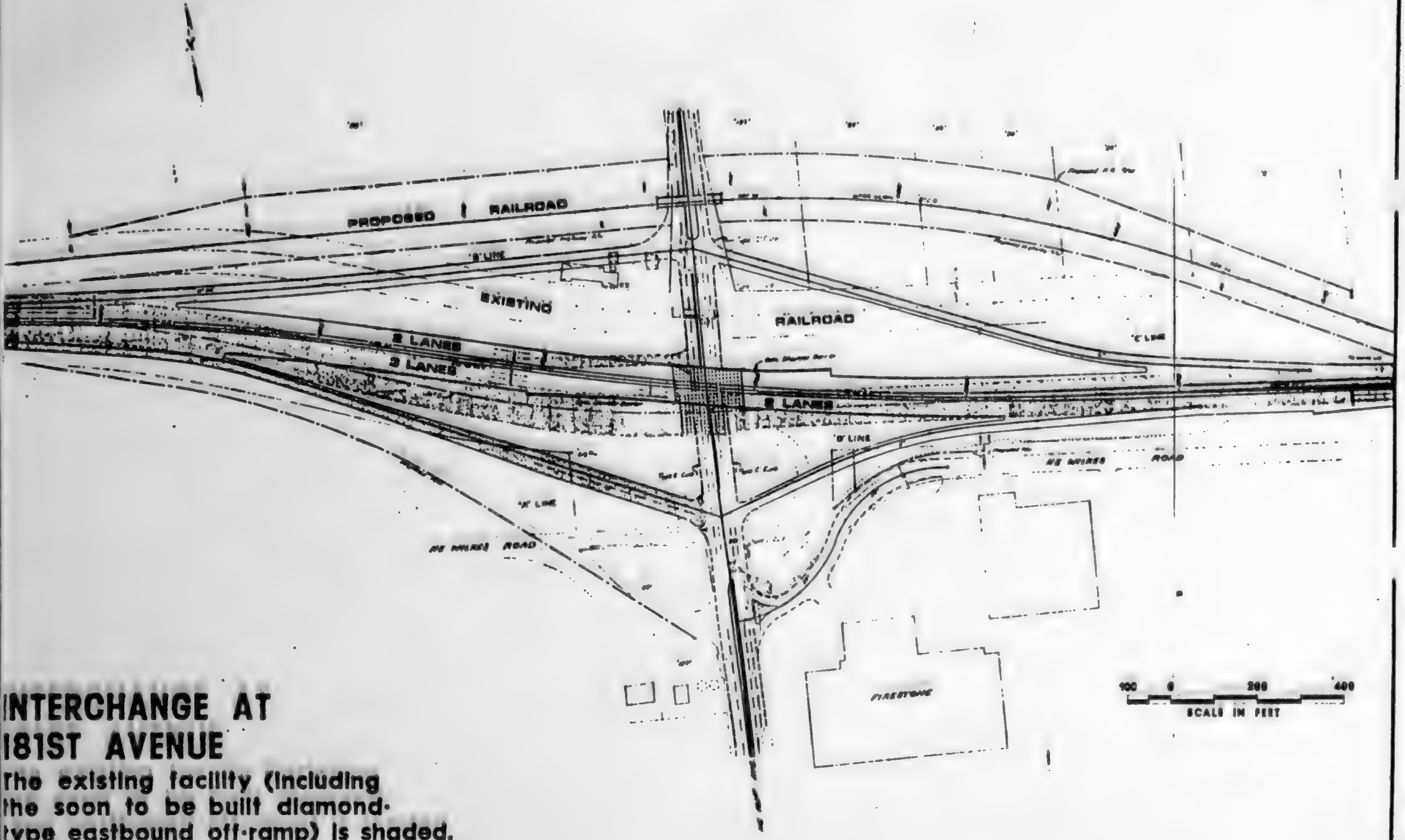
Edward L. Hardt
Metro Region Engineer

ELH/cp
bc W. E. Schwartz
R. N. Bothman
J. B. Boyd
Jim McClure --- Please do whatever paperwork is necessary (if any) to reactivate the project and make sure Curt is ready to start April 1.

bc E. S. Hunter

3-1-83 [illegible]
[illegible]
[illegible]
[illegible]

Figure 5 Cont.


PROPOSED RAILROAD
EXISTING RAILROAD
'B' LINE
2 LANES
3 LANES
2 LANES
'D' LINE
'C' LINE
'X' LINE
NE WILKES ROAD
NE WILKES ROAD
FIRESTONE
100 0 200 400
SCALE IN FEET

**INTERCHANGE AT
181ST AVENUE**

The existing facility (including the soon to be built diamond-type eastbound off-ramp) is shaded.

9537

CON 5

DATE: September 16, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
I-84-1(5)001

Contract 9537, Work Started September 10, 1982

Project NE 181st Ave. Intchge. (E. Bd. Off-Ramp)

Highway Columbia River

County Multnomah

RDC:mk

cc: R. D. Church

9537

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-84-1(5)001

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/4/82

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE 181st Avenue Interchange (East Bound Off Ramp) Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave and sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*

Temporary Erosion Control	$1,000
Permanent Pavement Striping S.F.	2,200
Temporary Pavement Striping S.F.	1,200

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/2/82 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $378,652 Federal Funds $349,192.

A signed copy of the Title Sheet is returned herewith.

(Decrease TEC $36,348 Federal Funds $33,508)

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO.
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 8/4/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9537.

I-84

1 Versteeg ✓
Andersen
2 Adams
Olson
Sullivan
Turpin
Trout
Wekerlig

RECEIVED
JUL 21 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

DES 16

July 21, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St.
Salem OR 97310

Attention: Glenn K. Hossner

NE 181st Ave. Intchge. (E Bd Off Ramp) Section
Columbia River Highway
Multnomah County

We find it in the public interest that sites "A" and "B" (see attachment) on this project be made mandatory for the stockpiling of the excavation generated by the construction of this ramp. This material will be needed at a later time for the construction of other ramps in this interchange.

This letter is submitted as documentation to this finding.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

Attachment

DRA:rw

cc: E. L. Hardt
D. H. Moehring
N. E. Mann

9537

May 14, 1981

Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7247

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the 161st Avenue Interchange (Eastbound Offramp) Section of the Columbia River Highway in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

4537 2-17-81 2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-1(5)001

STATE PROJECT NO. See below

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00030

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to: 2-18-81

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Maching
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2/17/81

FEDERAL ROUTE NUMBER Interstate 84

STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:

N.E. 181st Avenue Interchange (East Bound Off Ramp) Section

GENERAL DESCRIPTION OF WORK:

Grade, pave and sign

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $415,000 Federal Funds $382,700.

DATE 2/17/81

SIGNATURE OF APPROVING OFFICIAL G. R. Hessner

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-088

9557

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No. PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00030
Project No. I-84-1(5)001
N.E. 181st Ave. Intch. (E. Bd. Off Ramp) Section
Multnomah County

Attached is data consisting of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $415,000 with an obligation of $382,700 in Federal funds.

CL:bkc
Attachments

cc: E. Hardt
Lou Olson
General Files

Form 734-3122

9537

1-80

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7

TO: E. L. Hardt
Region 1 Engineer

DATE: January 16, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: N.E. 181st Avenue Interchange (Eastbound Off-Ramps) Section
Columbia River Highway
Multnomah County

In response to your request dated January 7, we have again reviewed the design of the eastbound ramp terminal on the subject project. In a previous letter to D. O. Christensen on January 6, a design utilizing three lanes on the eastbound off-ramp was proposed with stop control at the ramp terminal. That design may have met warrants now or in the near future for traffic signal control at the intersection. Those warrants were addressed by R. W. Failmezger in his report to you.

The revised interim plan, as shown on the attached sheet, retains the existing loop ramp for Banfield to northbound 181st traffic. The new off-ramp would be striped for two lanes with the left lane for Wilkes Road traffic on a "STOP" sign. The right lane would be free flowing and controlled by painted dividers for proper lane use. This design precludes the need for a signal as conflicts are held to a minimum.

The additional signing required for successive off-ramps has been estimated to cost approximately $5,000.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RW:ds
Attachment

cc: D. O. Christensen
D. R. Adams
T. H. Schwab

REFERRED TO
Beard ✓ Stoudenmeyer AEM
Cole Mann
Eriksen Watson
Heger Lau
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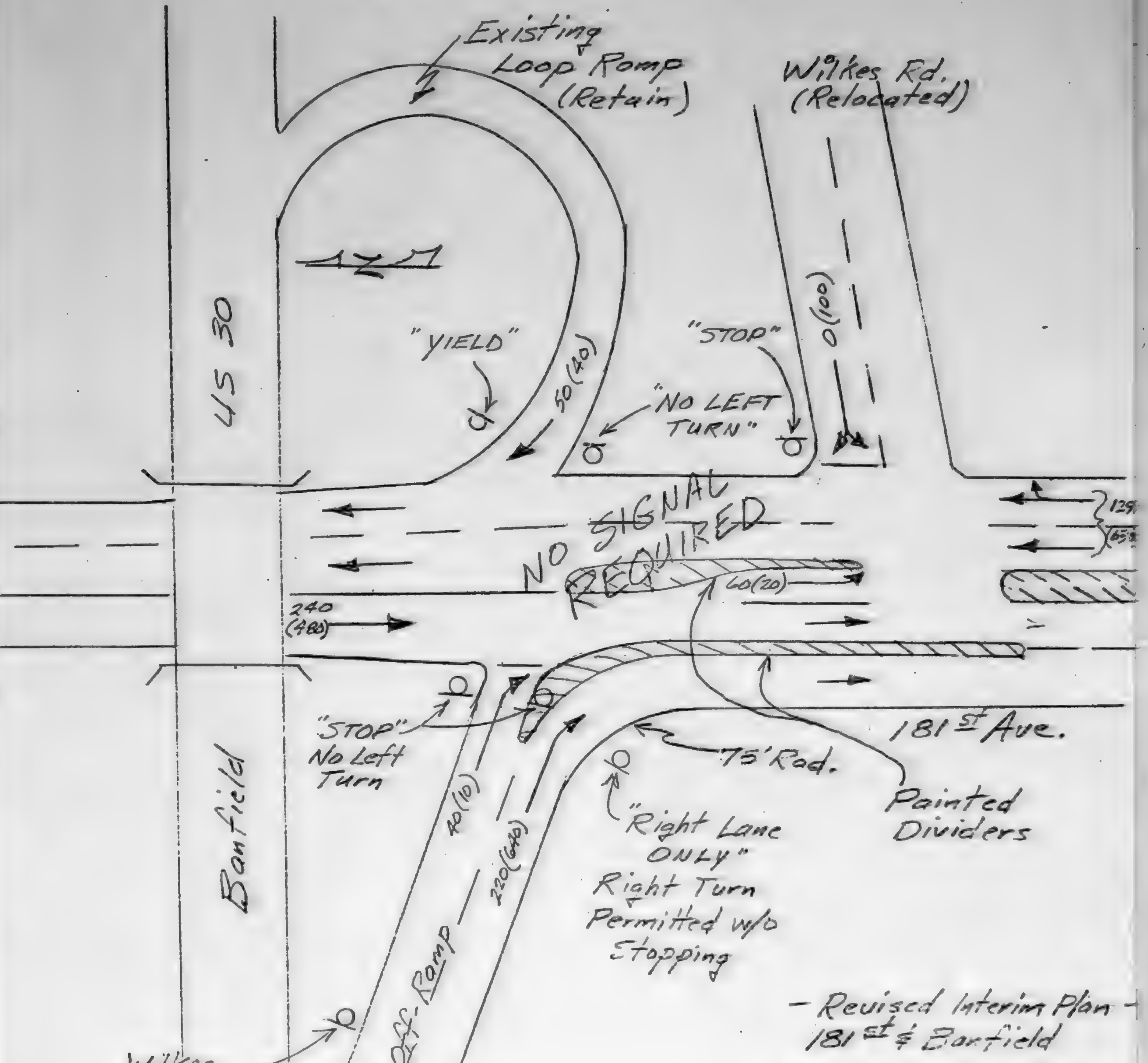
BY FINAL DESIGN ENGINEER

Dor

Contains Recycled Materials
81-125-1387


Existing
Loop Ramp
(Retain)
Wilkes Rd.
(Relocated)
US 30
"YIELD"
50(40)
"STOP"
0(100)
"NO LEFT
TURN"
NO SIGNAL REQUIRED
129
(65
240
(480)
60(20)
"STOP"
No Left
Turn
75' Rad.
181st Ave.
Painted
Dividers
Banfield
40(10)
220(640)
"Right Lane
ONLY"
Right Turn
Permitted w/o
Stopping
Wilkes
Rd. Left
Lane
Proposed Off-Ramp

- Revised Interim Plan -
181st & Banfield

xxx = 1982 AM Pk. Hr.
(xxx) = 1982 PM Pk. Hr.
(No Scale)
Jan. 1981

RW

Note:
Additional Signing
Required For
Two Off-Ramps

7537

STATE OF OREGON

INTEROFFICE MEMO

1-80

TO: L. E. GEORGE
Traffic Engineer

DATE: January 7, 1981

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: NE 181st Avenue Interchange
(Eastbound Off-Ramp) Section
Columbia River Highway
Multnomah County

The design of the eastbound off-ramp from I-84 to NE 181st Ave. has been of some concern to Ron Failmezger. The question has been bouncing around as to whether there should be a traffic signal at that intersection and/or a free-moving right-turn lane. I've attached a copy of Ron's December 31 letter, together with its attachments, which goes into his concerns.

Ron raises two points --- (1) the free-moving right-turn lane from the freeway to 181st Ave. should be designed such that there is no interference with the other southbound lane on 181st. As he puts it, there should be a "very nice radius" incorporated in this design. (2) Ron is questioning whether there should be a traffic signal for the ramp traffic desiring to make a left turn to go north on 181st Ave. Presently they exit the freeway in a loop ramp and have a more or less free movement to 181st Ave. northbound. Ron is suggesting that this freeway improvement project shouldn't degrade that traffic's movements.

My analysis of Ron's data would indicate that we should put in a traffic signal for the left-turn movement. The warrants are met marginally now and they will undoubtedly increase in the future. My suggestion is that (1) the geometric design of this intersection be reviewed to make sure it does give a free movement to the right turn from the ramp and a signal design be prepared for the left-turn movement. Since the project is probably a long ways from the time of contracting, we should review the traffic warrants at the time the project is contracted to determine if the signal really is warranted. If not, it could be deleted from the project. My concern is that if we do not include the signal design now it may be overlooked at the time when the project is built, at which time the signal probably will be needed. Your review of this intersection design is requested.

ELH/cp
Attachment
cc Don Adams
Tom Schwab
John Hanks
Duane Christensen

REFERRED TO
Beard
Staudenmeyer ✓
Cole
Mann NEM
Eriksen
Watson
Hager
Dorn
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1 Versteeg ✓
Anderson
3 Ch[illegible]
2 [illegible]
Sullivan

RECEIVED
JAN 09 1981
ROAD DESIGN
SECTION

STATE OF OREGON

INTEROFFICE MEMO

TO: EDWARD L. HARDT
Region Engineer

DATE: December 31, 1980

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: NE 181st AVENUE INTERCHANGE
(EASTBOUND OFF-RAMP) SECTION
Columbia River Highway
Multnomah County

I have been reviewing some of the preliminary analysis for the proposed eastbound off-ramp to replace the existing loop ramp.

Tom Schwab addresses the need for signalization at this ramp terminal. He suggests that a traffic signal would be excessive delay for a motorist using the off-ramp. His suggestion is that a lane be provided from the off-ramp to south on NE 181st Avenue to provide a free right turn movement. Another letter from L.E. George, Traffic Engineer, to D.O. Christensen, Final Design Engineer, indicates that this ramp should be provided with stop signs and a "RIGHT TURN PERMITTED WITHOUT STOPPING" for this right turn movement.

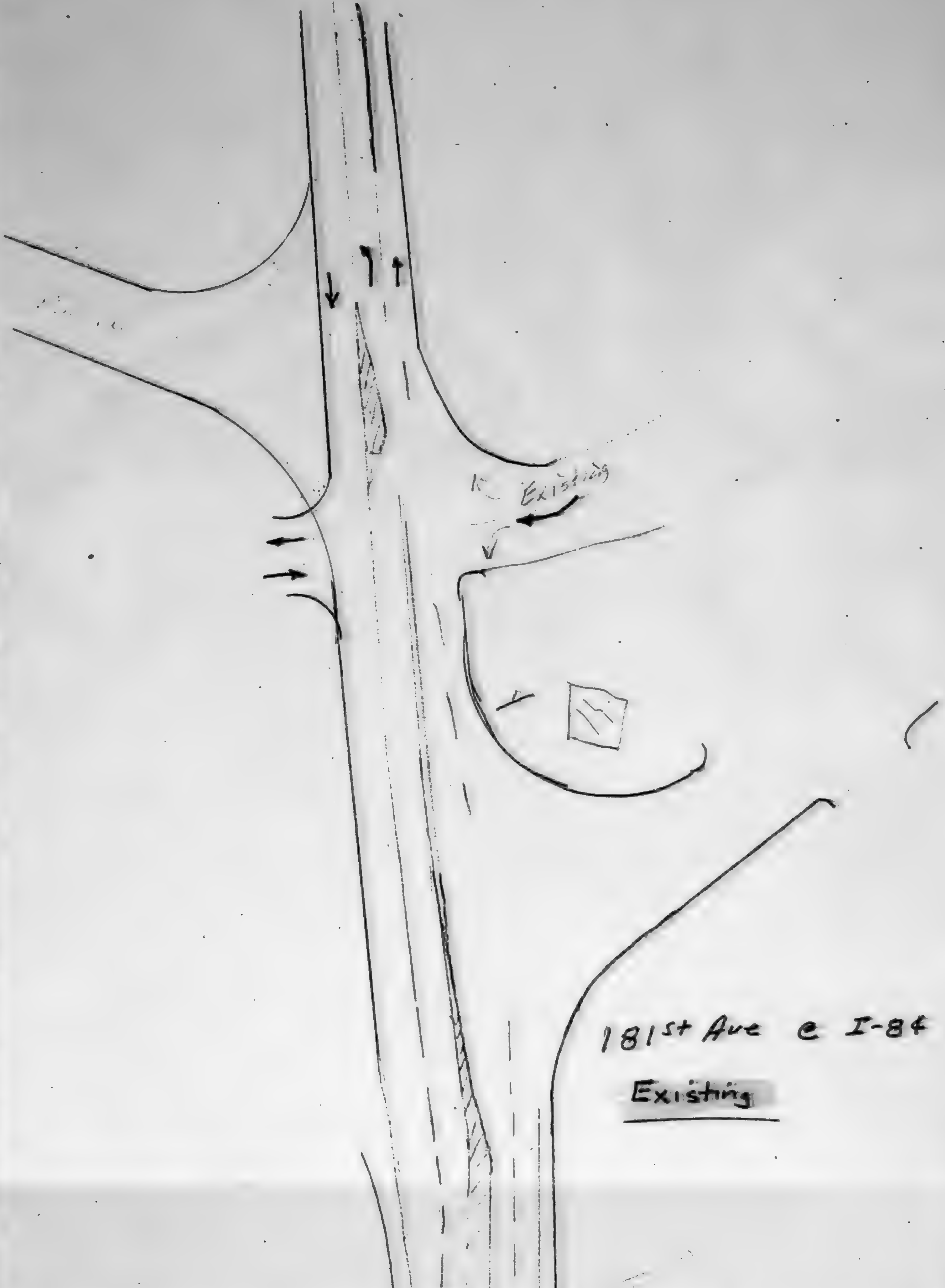
If this free right turn movement is allowed, the design needs to be substantial for the right turn movement so it will not interfere with the southbound through movement on NE 181st Avenue. Tom Schwab's sketch shows a very nice radius movement, however, the sketch coming out of the Traffic Section shows a much shorter radius. The design of this right turn movement must be done so that the right turn free flow will not cause a conflict with through southbound traffic on NE 181st Avenue.

There is still a question in my mind whether traffic signals are needed or not. It has been my experience in the past that when a new facility is opened that a motorist expects an improved situation. This is in contrast to a situation where motorists live with a difficult situation for years and the tolerance level is much higher. The proposed improvement will cause the now right turn to make a left turn. I have run the traffic signal warrants for the left turn movement for the new design based on the count for right turns from the existing off-ramp. The attached traffic signal warrant comparison sheet shows that six of the hours are met for the Interruption of Continuous Traffic for this left turn movement based on a 1977 traffic count. I have also included a copy of the warrant from the Uniform Traffic Control Devices which is called "Systems Warrant." The Systems Warrant is met based on the fact that "it has surface street freeway or expressway ramp terminals." A traffic signal design would not have to include the right turn movement. This means that the left turn movement from the ramp would be the only one stopping NE 181st Avenue traffic.

I'm not saying that a traffic signal should definitely be installed. I am saying that we should not rule out a traffic signal until a more defined design of the intersection is made.

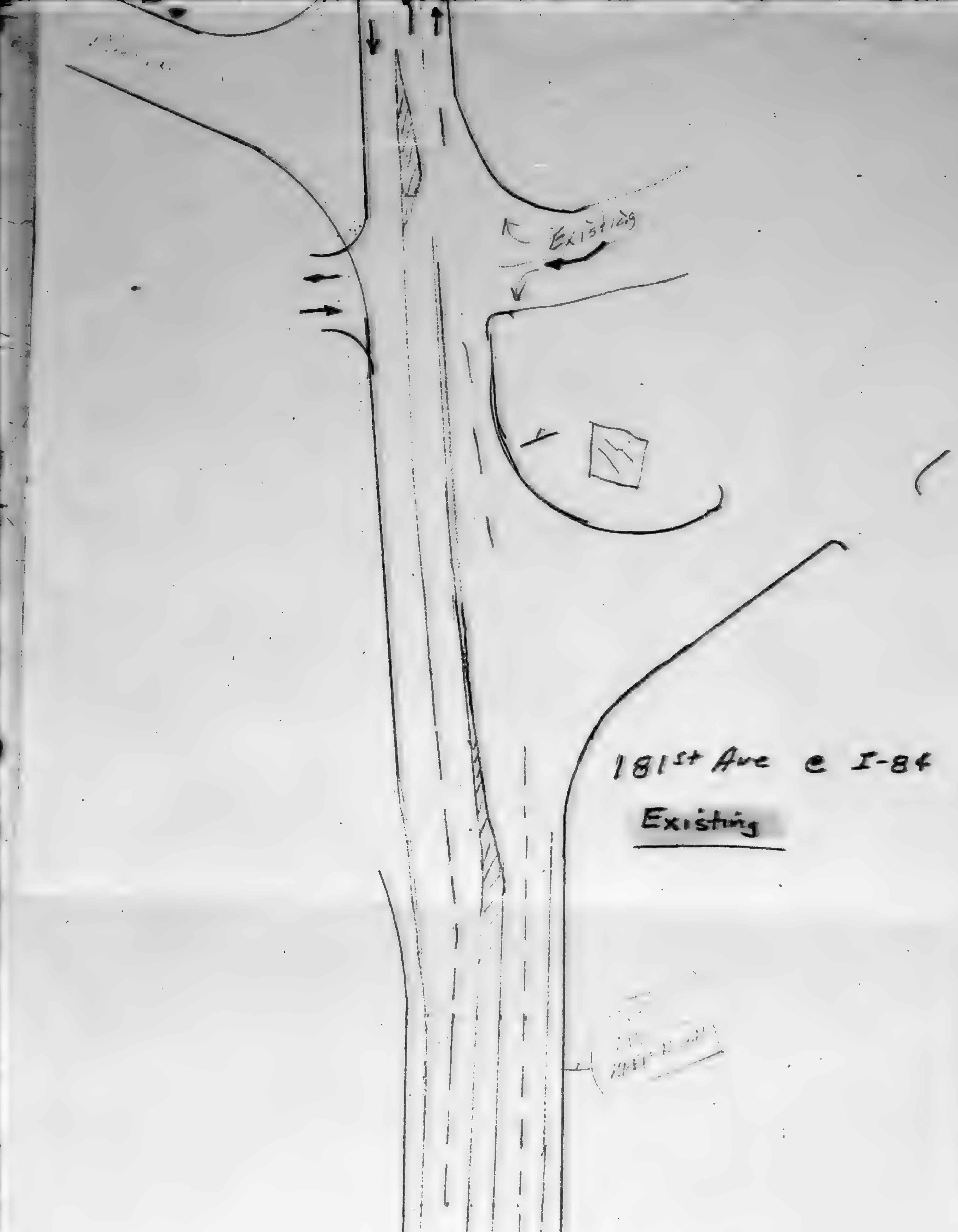
RWF/gw
Attachment

cc: Don Adams
Tom Schwab
John Hanks
Bill Zirbes
Duane Christensen



181st Ave @ I-84

Existing



181st Ave @ I-84

Existing

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Columbia River off ramp Cross Street NE 181st Ave City ______

Hourly Volumes on Major Street – Any 8 Hrs. (Total of both approaches)	1060	1110	622	836	857	772	709	542
Hourly Minor Street Volumes – Same 8 Hrs. (Highest hourly volumes from either approach)	96	59	40	55	66	54	60	40
Hourly Pedestrian volumes Across Major Street – Same 8 Hrs. (Highest volume crosswalk)								

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	350		8
Minor Street	105		0
2. Interruption of Continuous Traffic:			
Major Street	525		8
Minor Street	52		6
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (Last 12 Months)			
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		1156	
Minimum Warrant		800	

Date of Traffic Count 6/23,28/77

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ☐ standard warrants used.
☒ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

y traffic signal control, accident involving personal injury or property damage to an apparent extent of $100 or more; and

3. There exists a volume of vehicular and pedestrian traffic not less than 80 percent of the requirements specified either in the Minimum Vehicular Volume warrant, the Interruption of Continuous Traffic warrant, or the Minimum Pedestrian Volume warrant; and

4. The signal installation will not seriously disrupt progressive traffic flow.

Any traffic signal installed solely on the Accident Experience warrant should be semi-traffic-actuated (with control devices which provide proper coordination if installed at an intersection within a coordinated system) and normally should be fully traffic-actuated if installed at an isolated intersection.

4C-9 Warrant 7, Systems Warrant

A traffic signal installation at some intersections may be warranted to encourage concentration and organization of traffic flow networks. The Systems warrant is applicable when the common intersection of two or more major routes has a total existing, or immediately projected, entering volume of at least 800 vehicles during the peak hour of a typical weekday, or each of any five hours of a Saturday and/or Sunday.

A major route as used in the above warrant has one or more of the following characteristics:

1. It is part of the street or highway system that serves as the principal network for through traffic flow;
2. It connects areas of principal traffic generation;
3. It includes rural or suburban highways outside, entering or traversing a city;
4. It has surface street freeway or expressway ramp terminals;
5. It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

4C-10 Warrant 8, Combination of Warrants

In exceptional cases, signals occasionally may be justified where no single warrant is satisfied but where two or more of Warrants 1, 2, and 3 are satisfied to the extent of 80 percent or more of the stated values.

Adequate trial of other remedial measures which cause less delay and inconvenience to traffic should precede installation of signals under this warrant.

4C-11 Factors Governing Selection of Type of Control

The principal factors that may lead to the favorable consideration of traffic-actuated control in the selection of the type of signal control include:

1. Low, fluctuating or unbalanced traffic volumes.
2. High side street traffic volumes and delays only during the peak hours.
3. The pedestrian or accident warrant is the only warrant which is met.
4. The installation is to provide for one-way movement of two-way traffic.
5. The installation is at a non-intersection location.

4C-12 Pedestrian-Actuated Control

Operation of traffic-actuated signals must take into consideration the needs of pedestrians as well as vehicular traffic. This can be accom-

TRA 7-5

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: December 10, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plan Review
NE 181st Avenue Interchange (Eastbound Off-Ramp) Section
Columbia River Highway
Multnomah County

UE
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SO
TO

A

RECEIVED
DEC [illegible] 1980
REGION I

C

RE
RGM
RSC
RBI

This office has reviewed the preliminary plans for the subject project and recommend the following revisions:

Sheet 2B-3

1. Station "A" 558+90 Rt. - The lower half (WILKES RD. - RIGHT LANE) should be deleted. This is a location where six destinations are signed on the freeway. It is not advised to place that number of destinations on a sign along a ramp. It is recommended that only the destination to be reached by using the left lane be shown at this location.
2. Station "A" 564+20 Rt. - A "RIGHT TURN PERMITTED WITHOUT STOPPING" sign should be installed below the "STOP" sign.
3. Some indications should be made on this sheet that the existing eastbound direction off-ramp is to be removed.

Sheet 4

Some indication should be made that the new eastbound direction off-ramp will operate as a two-lane ramp. The ramp will be constructed to the width shown but will be striped for two lanes on a temporary basis.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:jrb
Attachment

cc: R. N. Bothman
E. L. Hardt
M. Payne

Contains
Recycled
Materials
81.123.1387

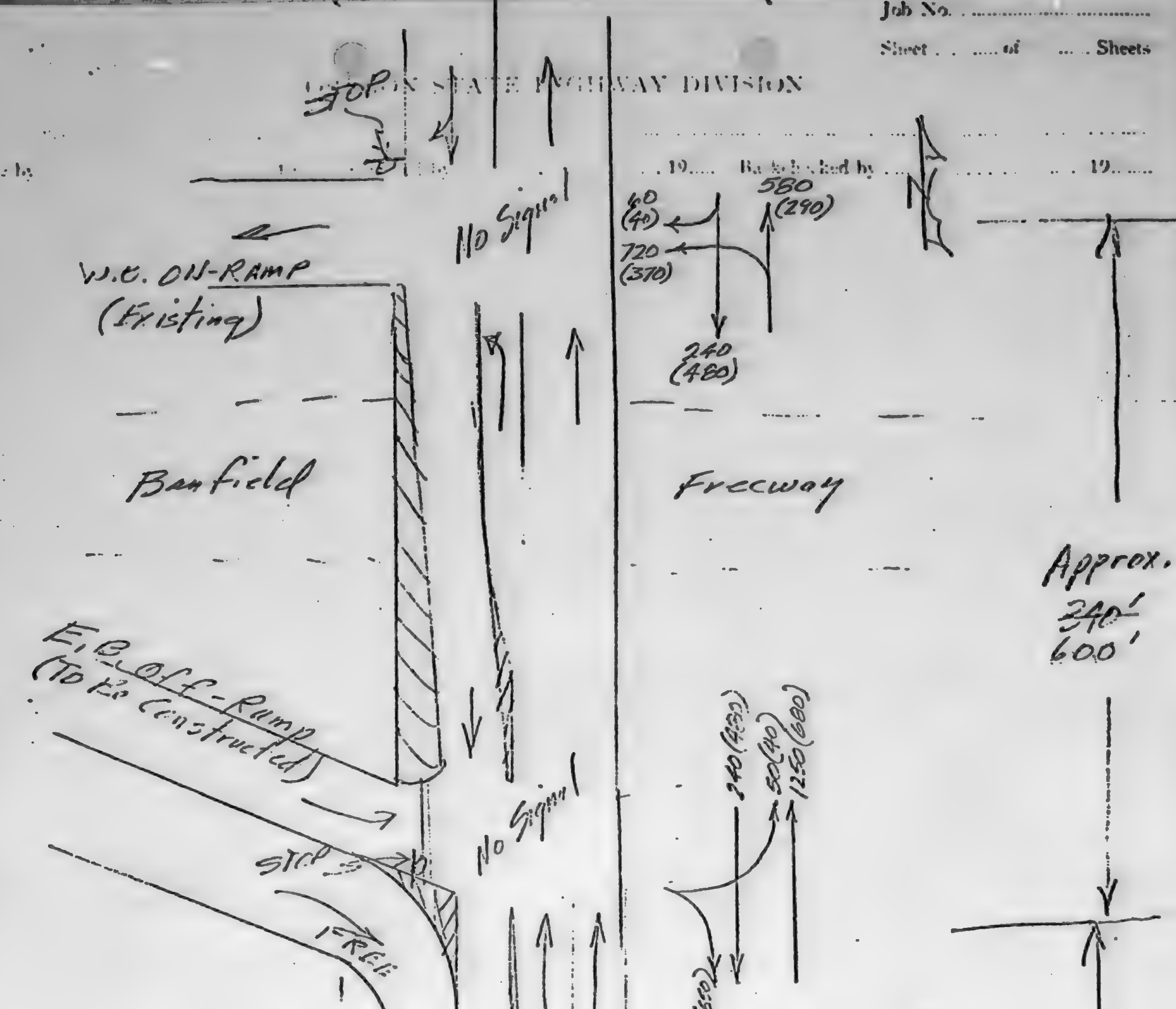
SP*75603.1

Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

.... 19.... Backchecked by .... 19....


STOP
No Signal
W.B. ON-RAMP
(Existing)
40
(40)
720
(370)
580
(290)
240
(480)
Banfield
Freeway
Approx.
~~240'~~
600'
E.B. Off-Ramp
(To Be Constructed)
STOP
FREE
No Signal
240 (480)
50 (210)
1250 (680)
260 (650)
500 (1130)
1250 (620)
0 (60)
Approx.
~~300'~~
240'
0 (100)
60 (20)
40 (10)
440 (1110)
(20)
STOP
No Signal
181st
Wilkes
(Relocated)

— Interim Plan —

181st & I-84 (I-80N)

xxx = 1982 AM PK. Hr.

(xxx) = 1982 PM PK. Hr.

(No Scale)

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8226
Date: December 17, 1980

File No: 626-1980

UE [✓ RE] RME RCF BE
E RECEIVED RSM
UE [illegible] RSC
SO REGION I RBI
TO

TO D. R. ADAMS
Project Development Manager

FROM TOM SCHWAB
Transportation Analysis Engineer

SUBJECT: 181st Avenue Traffic Signal Analysis
Slip Ramp Alternative

file

In response to your recent request concerning the need or desirability of a traffic signal installation at the eastbound Banfield off-ramp termini with 181st Avenue, we have reached the following conclusions. A traffic signal installation at this ramp terminal at this time would result in excessive delay to the motorist using this off-ramp. The attached sketch shows the proposed lane usage at this ramp terminal assuming the completion of the eastbound off-ramp. As shown by this sketch, a lane can be provided on 181st Avenue south of the ramp termini to provide free flow traffic from the ramp to 181st Avenue. Since approximately 90 percent of the traffic on this off-ramp desires to turn right at 181st Avenue, a traffic signal installation at this time would provide a delay to these motorists.

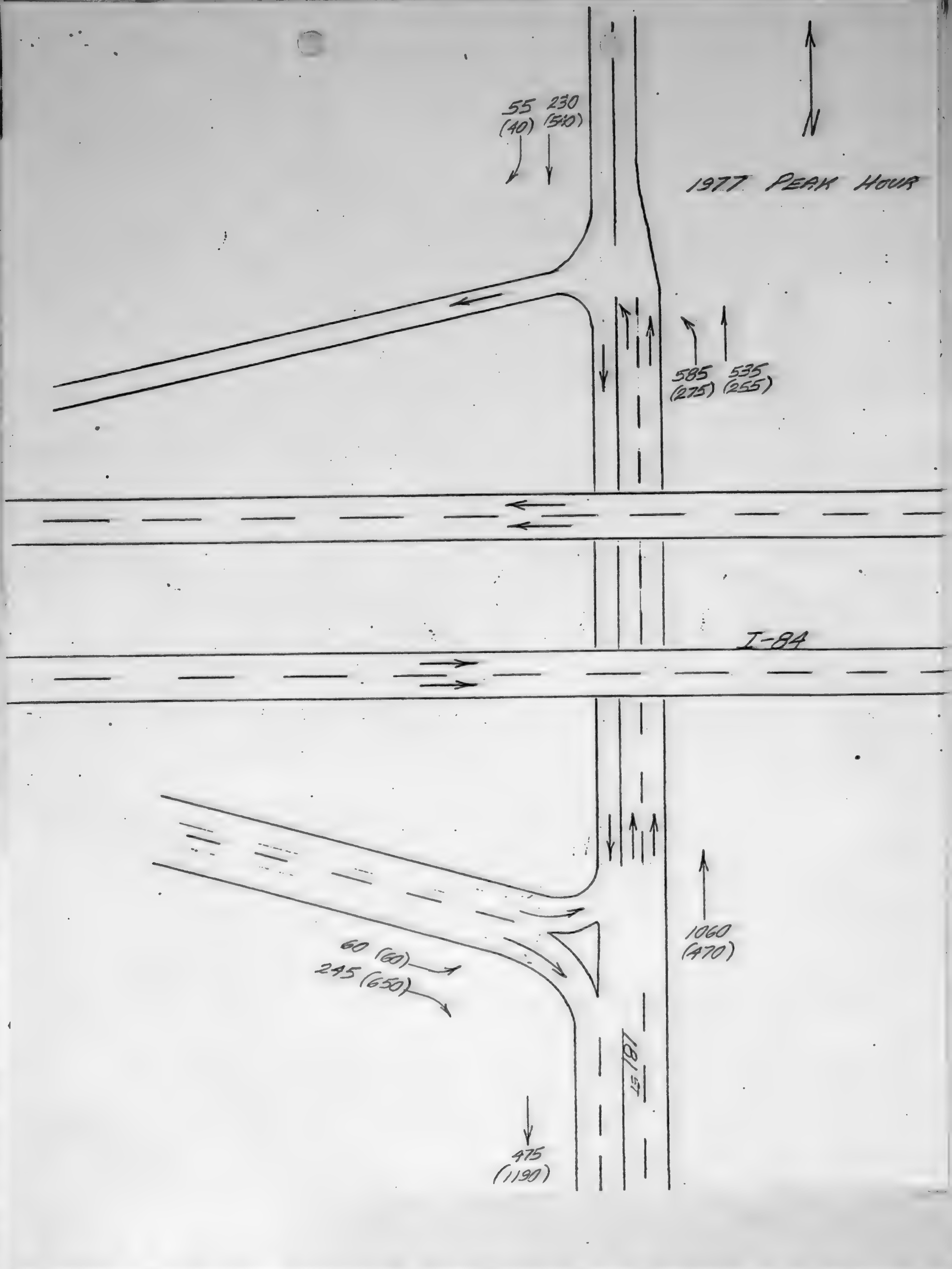
Future design of 181st Avenue as part of the 117th to 181st section of the Banfield Freeway would be designed as a five lane facility. A traffic signal to control traffic entering 181st Avenue from this ramp would be required at that time. The design for the ramp terminal at that time would provide a double right turn lane plus a left turn lane at that ramp approach to 181st Avenue. At the time 181st Avenue is widened to the five lane section, a traffic signal should be added at the eastbound off-ramp terminal and also the westbound on-ramp entrance.

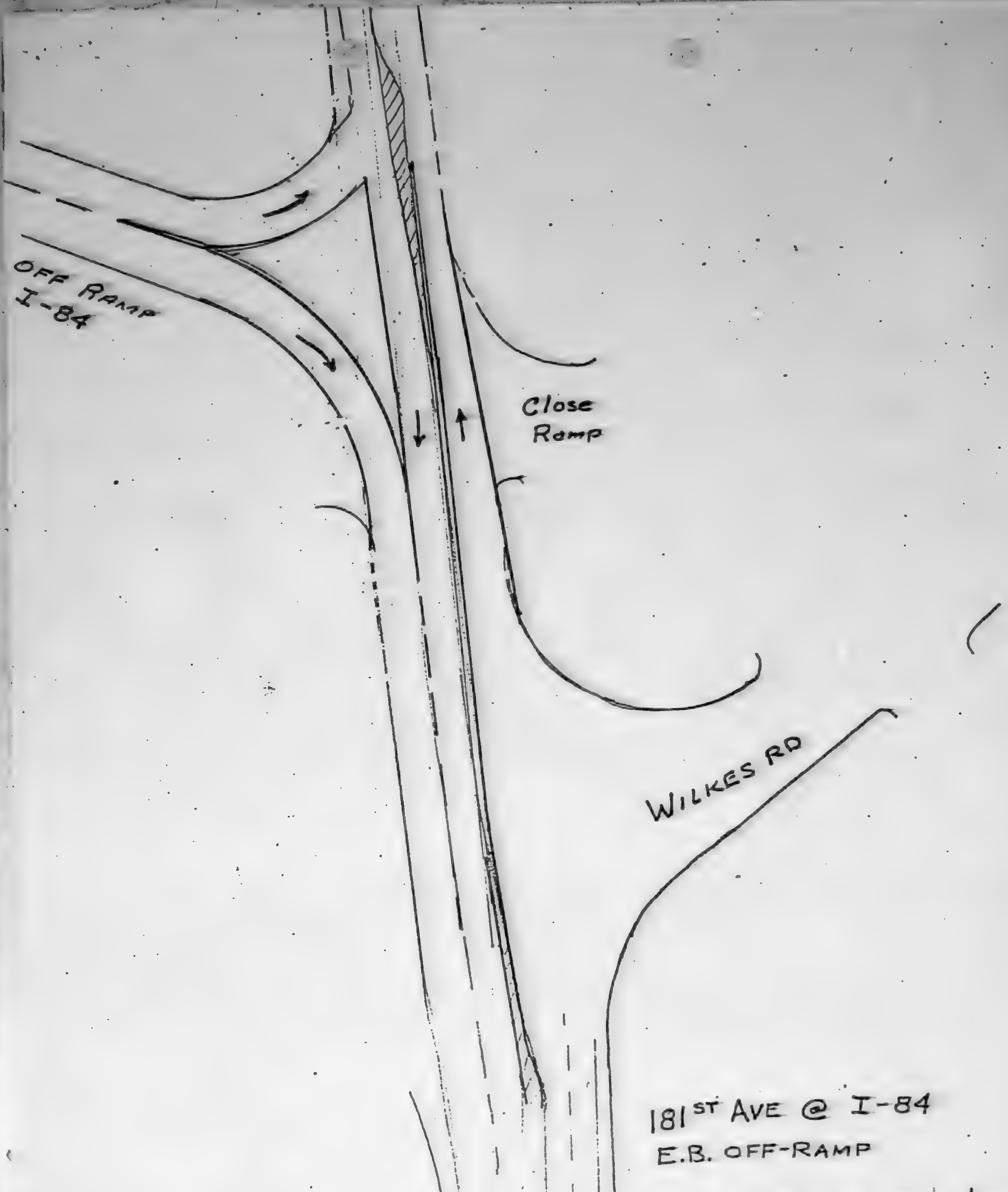
It is our conclusion, based on this analysis, that a traffic signal not be included as part of the off-ramp design. The Salem traffic analysis unit has also looked at this proposal and concur with this conclusion.

po

Attachment

xc: John Hanks
Ron Failmezger
Bill Zirbes

N
1977 PEAK HOUR
55
(40)
230
(510)
585
(275)
535
(255)
I-84
60 (60)
245 (650)
1060
(470)
ST 187
475
(1190)


OFF RAMP
I-84
Close
Ramp
WILKES RD
AVE.

181st AVE @ I-84
E.B. OFF-RAMP

Striping plan to allow "Free Flow" SB ramp movement.

9-37 1-80

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. O. Christenson Attn: D. N. Stoudenmeyer
Final Design Engineer

DATE: January 6, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Revised Traffic Pattern
(Temporary Configuration)
Columbia River Highway at NE 181st Avenue Interchange
Multnomah County

Versteeg
Anderson
1 Christensen
2 Olson
Sullivan
Terpin
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ROAD DESIGN SECTION

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Action

Your suggested channelization plan has been reviewed and it appears to be safer than the current plan, will require a signing revision, and will take advantage of pavement width planned in the contract.

The eastbound off-ramp was to have two lanes at the approach to 181st Avenue. The northerly lane would provide for left-turning vehicles and would be controlled by a "stop" sign. The south lane would be a free-flowing, right-turn lane. Southbound 181st Avenue traffic would be confined to one lane on the east side of the free-flow, right-turn movement from the ramp.

This traffic pattern would be very satisfactory if not complicated by Wilkes Road which is located approximately 200 ft. south of the proposed off-ramp.

Wilkes Road serves an industrial area and includes Firestone and several other major facilities. The traffic on Wilkes Road tends to be composed of a high percentage of trucks.

The weave distance for off-ramp traffic to gain access to Wilkes Road is very short. This traffic would have to move out of the free-flow, right-turn stream and cross southbound 181st Avenue traffic and get into a very short left-turn refuge in 200 ft.

The proposal to improve this pattern is to provide three lanes at the approach to 181st Avenue on the off-ramp. This would provide for a free right turn, a stopped left turn, and the center lane would be a stopped approach lane adjacent to a mountable island. Physical channelization would preclude the free-flow, right-turning vehicles from obtaining access to Wilkes Road. The attached sketch shows this configuration.

Please include this design in the plans now being prepared.

REFERRED TO
Beard
1 Stoudenmeyer
Cole
2 Mann
Eriksen
Watson
Hager
Dorn
Leu
[✓ Return] Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

L. E. George
Traffic Engineer

GLC:er

cc: E. L. Hardt

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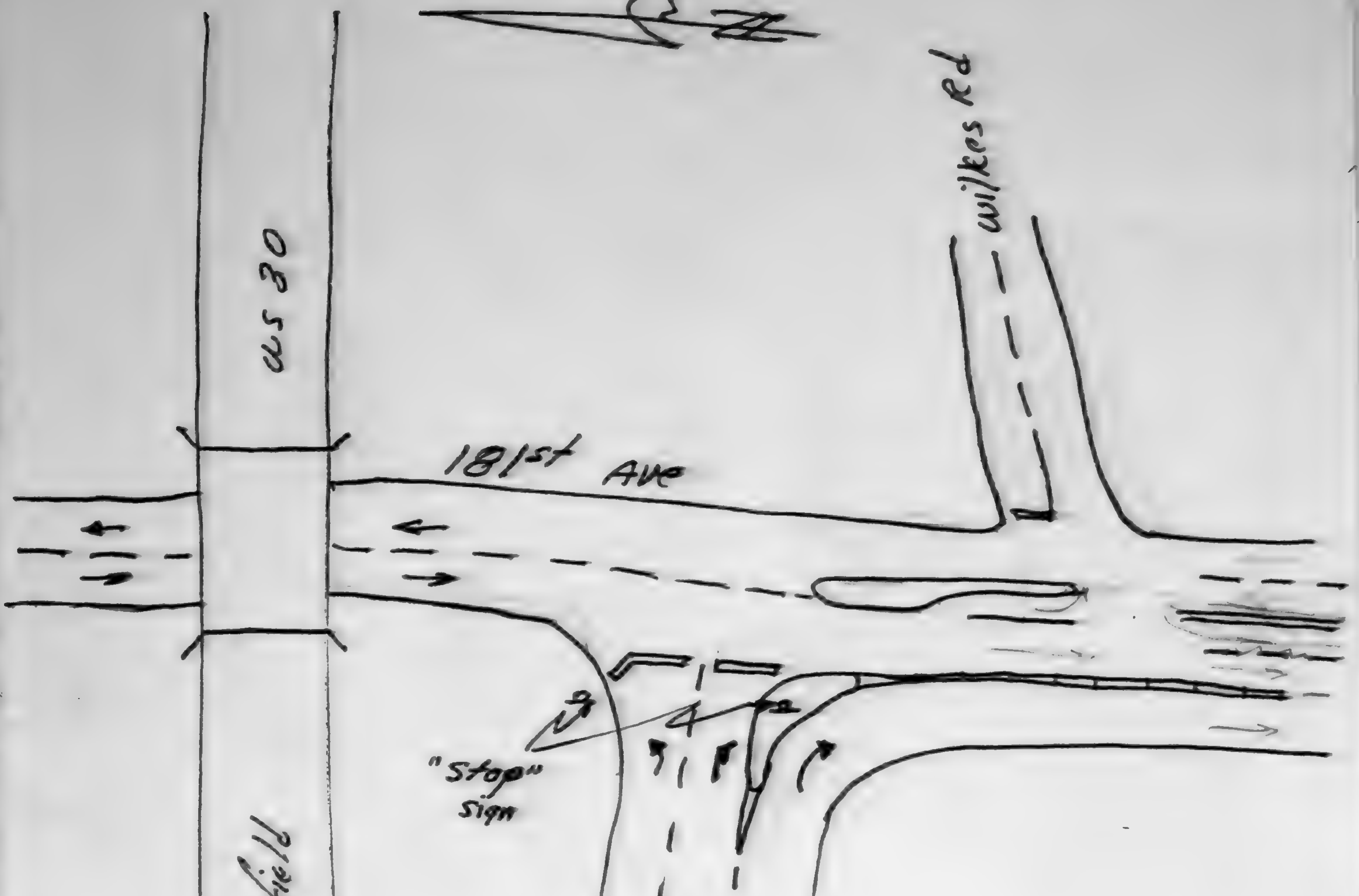
81-125-1387

SP*75883-125


US 30
Banfield
181st Ave
Wilkes Rd
"Stop" sign
Eastbound off-ramp

Ore. State Highway Div.
Sketch map
Channelization Revision
No scale Jan 1981

Add "Wilkes Rd
Center Lane" sign

9537

ROAD DESIGN SECTION DES 16-1

L. E. George
Traffic Engineer

December 31, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Your Preliminary Plan Review
N.E. 181st Avenue Interchange
(Eastbound Off-ramp) Section
Columbia River Highway
Multnomah County

REFERRED TO
2 Beard 1 Stoudenmeyer
Cole Hann
Eriksen Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Reference is made to your December 10 letter on the above-named subject and the attached sketch.

We disagree with your comments on Sheet 2B-3 as follows:

1. With the proposed striping of the new off-ramp, traffic has only the choice of a right turn or a left turn. Wilkes Road serves an industrial area which can only be reached by turning right on 181st Avenue then left on Wilkes Road.
2. Realizing the above traffic maneuvers necessary to get to Wilkes Road, if the right-turn movement (the only movement possible) is given free flow, you develop a short length weave movement with traffic on 181st Avenue. Also, with a free right turn what purpose is served by the "STOP" sign?
3. The existing eastbound off-ramp is not to be removed under this project, just blocked from use.

12/31/80
Discussed with Traffic
12-31-80 with
following decisions
agreed to:
① Delete 'Wilkes Rd
Rt Lane.'
② Stop sign is
req'd on Rt. by
law and stripping
will move 181st traffic
over to allow a
free Rt turn movement.
Add Rt. Turn
Permitted without
Stopping Sign.
-DOC

We also point out the fact that the approved sign study plan that we received has not been changed to reflect the present geometrics of the project. However, at the time of project plan preparation conversation was held with Elmer Scofield of your office relative to the revised geometrics and the signing changes necessary. Agreement was reached and the permanent signing plans prepared accordingly.

WGB:ja

cc R. N. Bothman
E. L. Hardt
M. Payne

Versteeg
Anderson
Christensen DOC
Olson
Sullivan
Terpin
Trout
Wakerlig

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DEC 31 1980
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Action

TRA 7-5

INTEROFFICE MEMO

STATE OF OREGON
Highway - Traffic 378-6537

TO: D. O. Christensen
Final Design Engineer

DATE: December 10, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plan Review
NE 181st Avenue Interchange (Eastbound Off-Ramp) Section
Columbia River Highway
Multnomah County

This office has reviewed the preliminary plans for the subject project and recommend the following revisions:

Sheet 2B-3

1. Station "A" 558+90 Rt. - The lower half (WILKES RD. - RIGHT LANE) should be deleted. This is a location where six destinations are signed on the freeway. It is not advised to place that number of destinations on a sign along a ramp. It is recommended that only the destination to be reached by using the left lane be shown at this location.
2. Station "A" 564+20 Rt. - A "RIGHT TURN PERMITTED WITHOUT STOPPING" sign should be installed below the "STOP" sign.
3. Some indications should be made on this sheet that the existing eastbound direction off-ramp is to be removed.

Sheet 4

Some indication should be made that the new eastbound direction off-ramp will operate as a two-lane ramp. The ramp will be constructed to the width shown but will be striped for two lanes on a temporary basis.

REFERRED TO
3 Beard
2 Staudenmeyer
1 Mann AEM
Cole
Watson
Eriksen
Lou
Dorn
Hager
Due
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

L. E. George
Traffic Engineer

ELS:jrb
Attachment

cc: R. N. Bothman
E. L. Hardt
M. Payne

Versteeg
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I Christensen
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Form

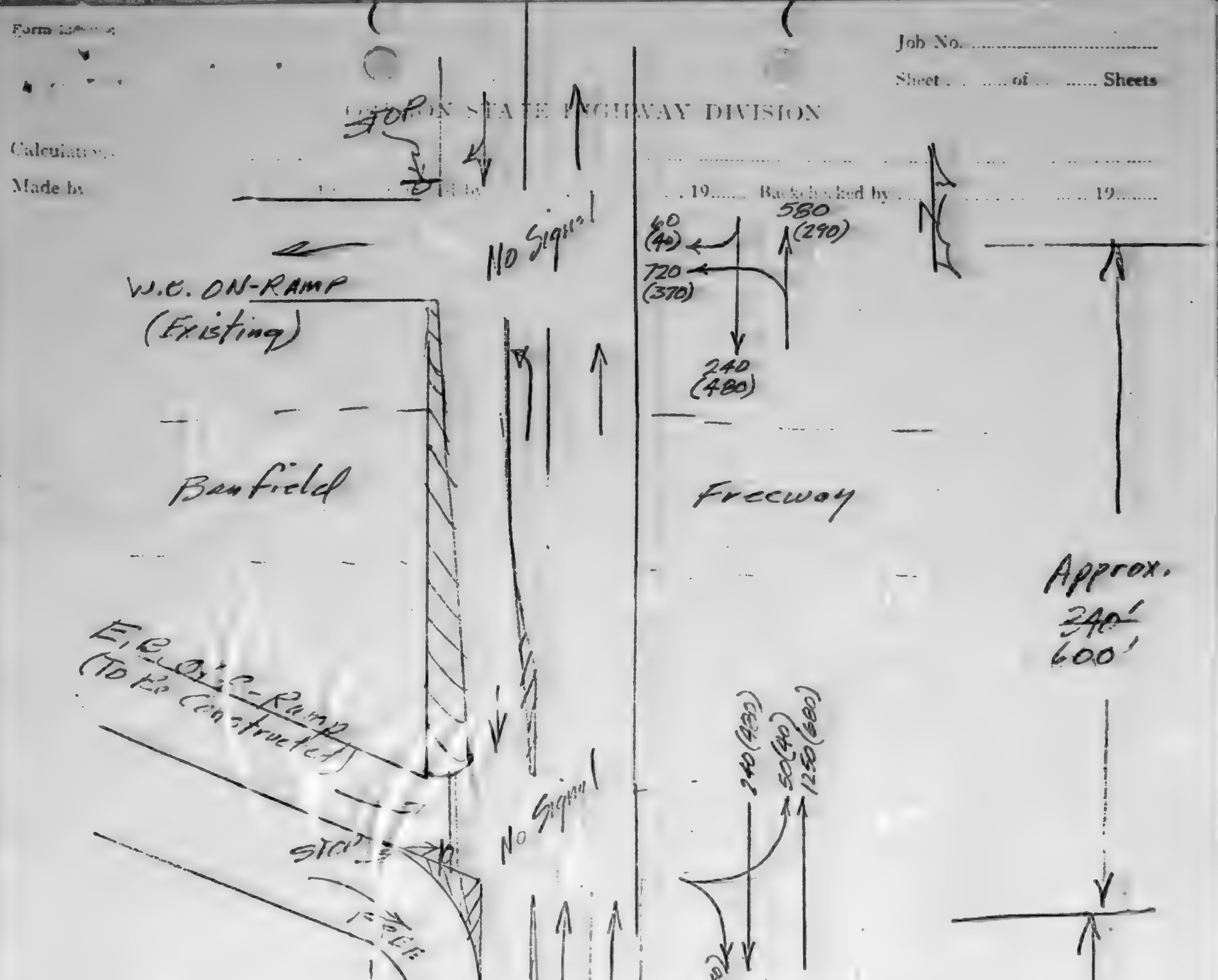
Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations ....

Made by .... Checked by .... 19...... Backchecked by .... 19......


STOP
No Signal
W.B. ON-RAMP
(Existing)
60
(40)
580
(290)
720
(370)
240
(480)
Banfield
Freeway
Approx.
~~240'~~
600'
E.B. OFF-RAMP
(To Be Constructed)
No Signal
STOP
240 (480)
50(40)
1250(680)
260(650)
500 (1130)
1250(620)
0(60)
0(100)
60(20)
40(10)
400
(1110)
0
(20)
STOP
Approx.
~~300'~~
240'
No Signal
181st
Wilkes
(Relocated)

—Interim Plan—
181st & I-84 (I-80N)
xxx = 1982 AM PK. Hr.
(xxx) = 1982 PM PK. Hr.
(No Scale)

1537

1-80

STATE OF OREGON

INTEROFFICE MEMO

Road Design Section DEPT. 378-6558 TELEPHONE

TO: MEMO TO THE FILES

DATE: November 6, 1980

N. E. Mann

FROM: N. E. Mann
Design Engineer Supervisor

SUBJECT: N.E. 181st Avenue Interchange
(East Bound Off-Ramp)
Columbia River Highway
Multnomah County

The question has come up as to whether the proposed signal on this project should be installed with this project or at some future time. This was discussed with Don Adams, Project Development Manager for the Metropolitan Branch. He advised that the signal should be installed at a future time. He is going to re-evaluate the situation and if he finds it should be included with the above subject project, he will let us know by letter.

1 Versteeg ✓
Anderson
Christensen
Olson ale.
Sullivan
Terpin
[illegible]
Wakefield

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NEM:ab
cc: Don Adams
D. O. Christensen
William Zirbes
J. C. Vincent

Copy to Hanks for recommendation

no signal needed at this time - per Hanks/Wolfe.

9517

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES/PERMIT SECTION
2115 SE MORRISON STREET
PORTLAND, OREGON 97214

Inspection (503) 248-5272
Building 248-3047
Plumbing 248-3565
Sewage 248-3672
Nuisance Control 248-3582
Right-of-Way Use 248-3582

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
BARBARA ROBERTS

MA PDM PDE TSE SPC
ODOT - METRO
MAY 19 1980
AMS PPS PPC FILE T/A

May 13, 1980

Jon Rose
Federal Aid Specialist
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: N.E. 181st Avenue Interchange east bound Off Ramp I-80N

The proposed letter of agreement dated January 18, 1980 leaves several areas of concern to Multnomah County unanswered.

We believe authorization to use 181st Avenue as a material haul road can be accomplished most expiditiously through the permit process.

Enclosed please find a permit application with required special provisions. We are also returning your agreement form.

Upon receipt of items under special provisions and return of permit form executed by the State Highway Division we will process and return approved copy of permit.

Very truly yours,
Bill Whitfield
Permit Manager

Frank L. Beyer
R/W Use Permit Supervisor

FLB/jc

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 20 1980
REFERRED TO ______
FOR ______
FILE: PM FA LG.

AN EQUAL

From Metro Jon Rose
Date 5/19/80
To Buz Swan
[✓ Program Mgmt.] Traffic Region 1

Comments: Multnomah County would prefer to handle use of 181st Ave as a haul road by permit rather than by agreement. Please take the necessary steps to process the attached permit application. Jon Rose

7537 I-80N

ROAD DESIGN 378-6558

Jim McClure, Project Development Engr. April 30, 1980
METRO

A. Olson
Adriaan D. Olson
Preliminary Design Engineer

Wilkes Road
181st Avenue Interchange
Columbia River Highway (I-80N)
Multnomah County

As requested, we have prepared three possible treatments for Wilkes Road, east of 181st Avenue.

Enclosed for each alternate are 1" = 50' overlays of your detail map and 1" = 100' reductions to overlay the enclosed mosaic.

One alternate puts a cul-de-sac on Wilkes Road as it presently exists.

A second alternate moves Wilkes Road connection southerly so that there is 100 feet of tangent between the curb radii. This is our minimum access control. This plan would require right turns only in to and out of Wilkes Road. An island at the entrance should accomplish this without putting a median curb in 181st Avenue.

The third alternate would move Wilkes Road southerly to provide room for left turn storage. All moves in and out of Wilkes Road could be made with this pattern. A signal would be required at relocated Wilkes Road.

The mosaic shows trucks apparently backed in to a loading area at the northwest corner of the building. Relocated Wilkes Road under the full service plan would complicate movement in and out of this area and it may be appropriate to investigate moving the entire pattern northerly to provide more room for these maneuvers.

The Traffic Section advises me that the signals for the ramp terminals north and south of the freeway will be intertied and phased so that the distance between them is not critical for storage of the heavy northbound to westbound maneuver. Based on this, the southerly terminals could be moved closer to the freeway to help either of the patterns of relocation of Wilkes Road. Our designs were laid out using the eastbound onramp position indicated on your detail map.

If you have any questions, please call me.

ADO:cj
Enclosures

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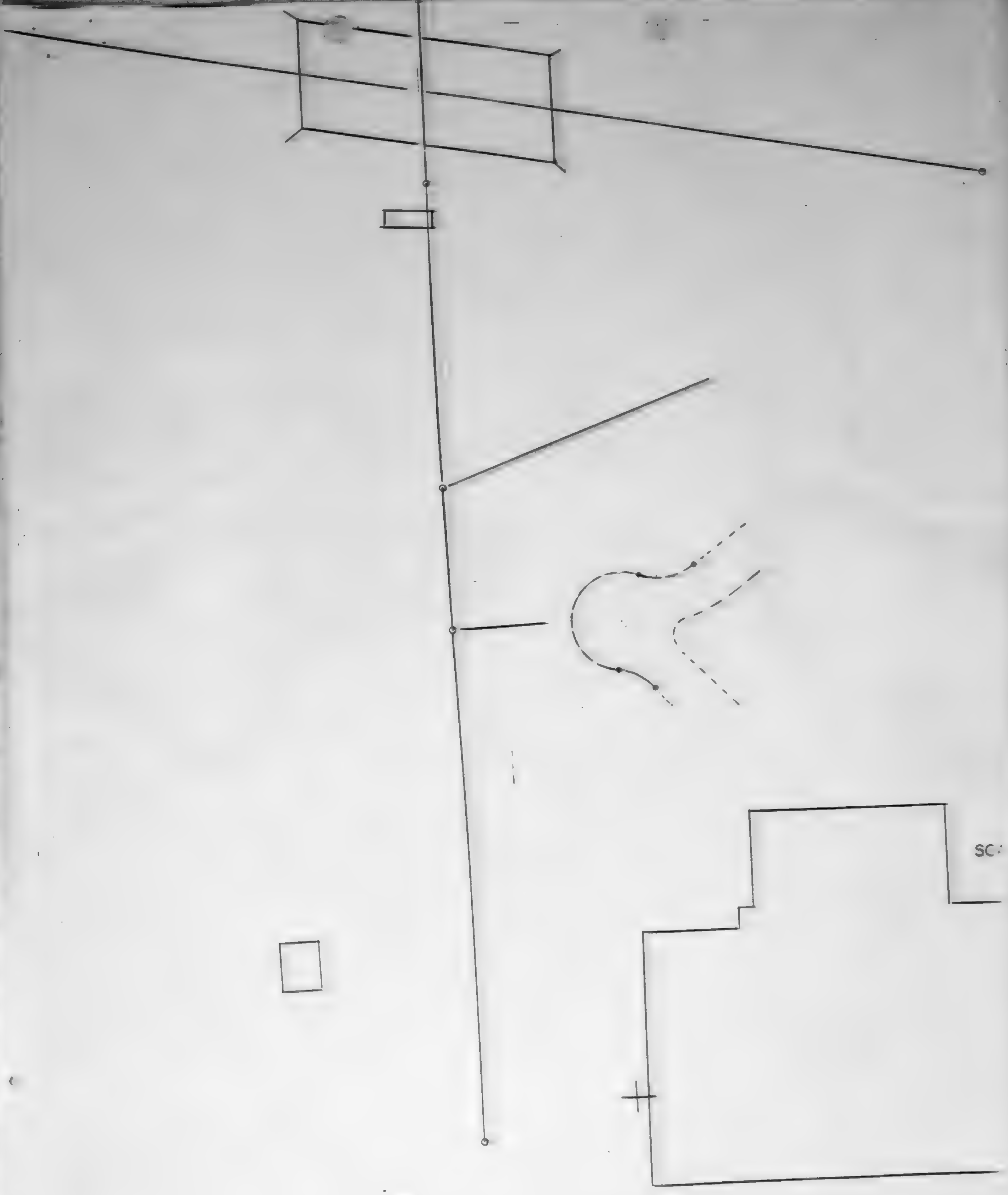
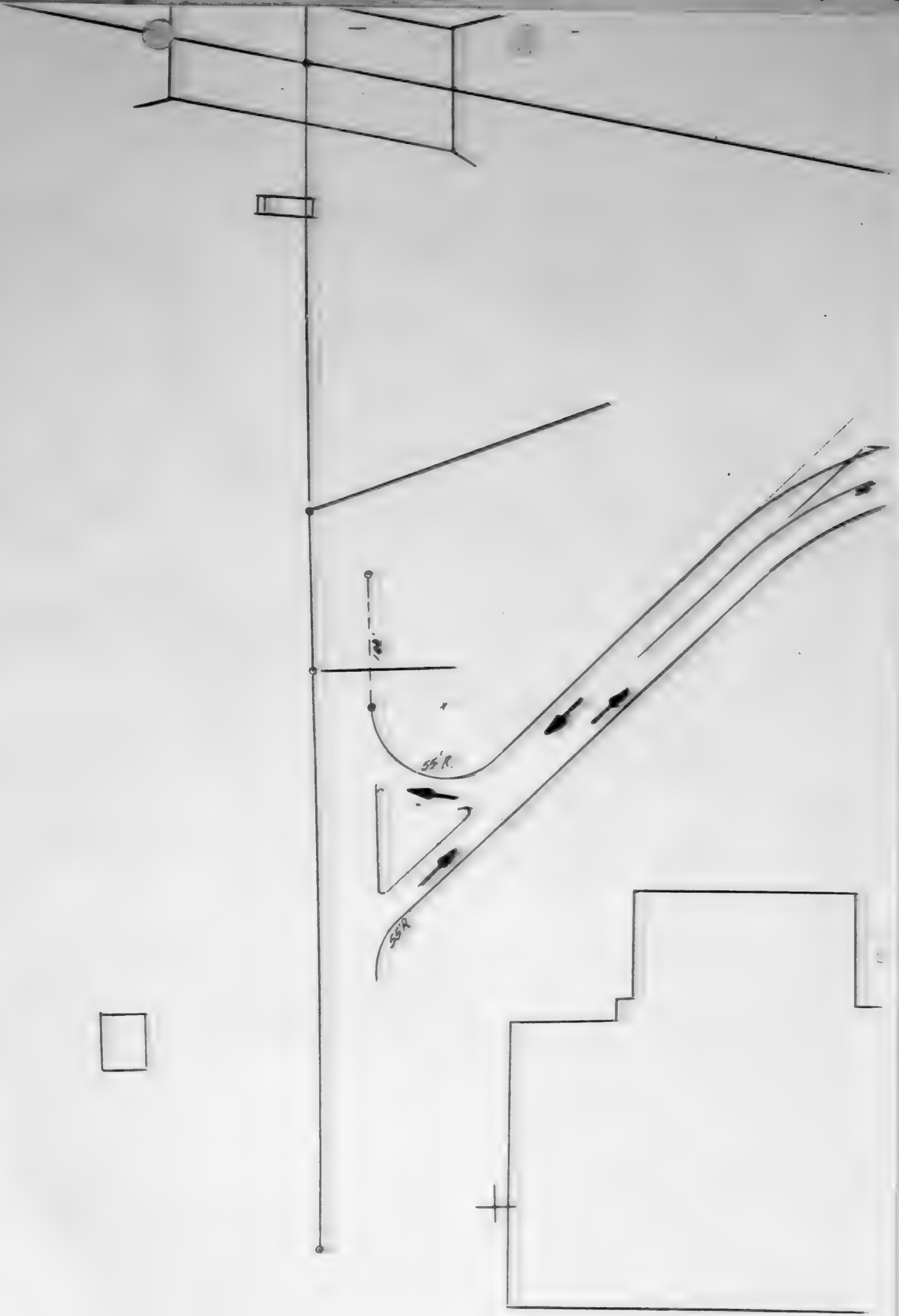
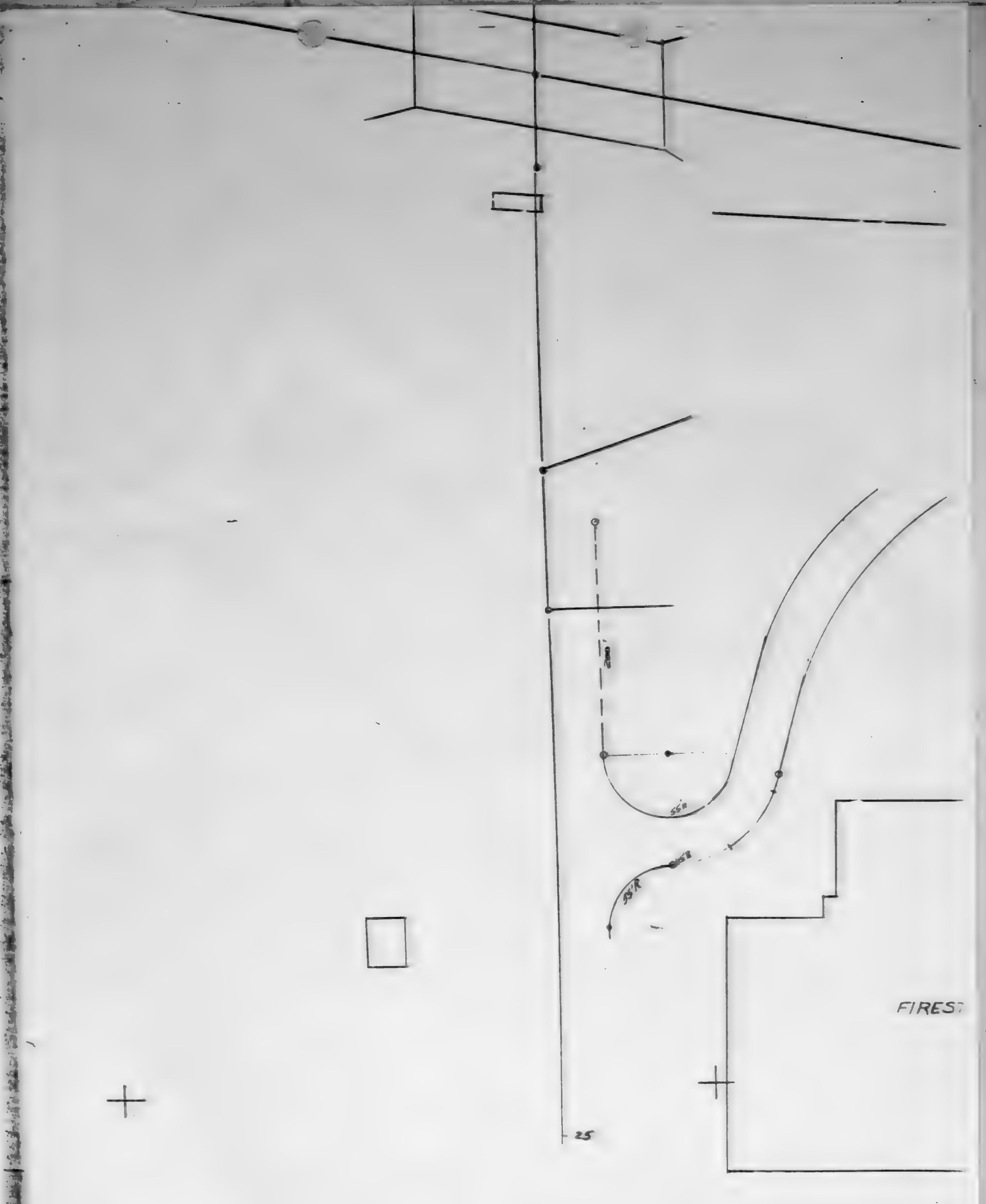

SC


55'R.
55'R


55'R
55'R
FIREST
25

Form 734-3106

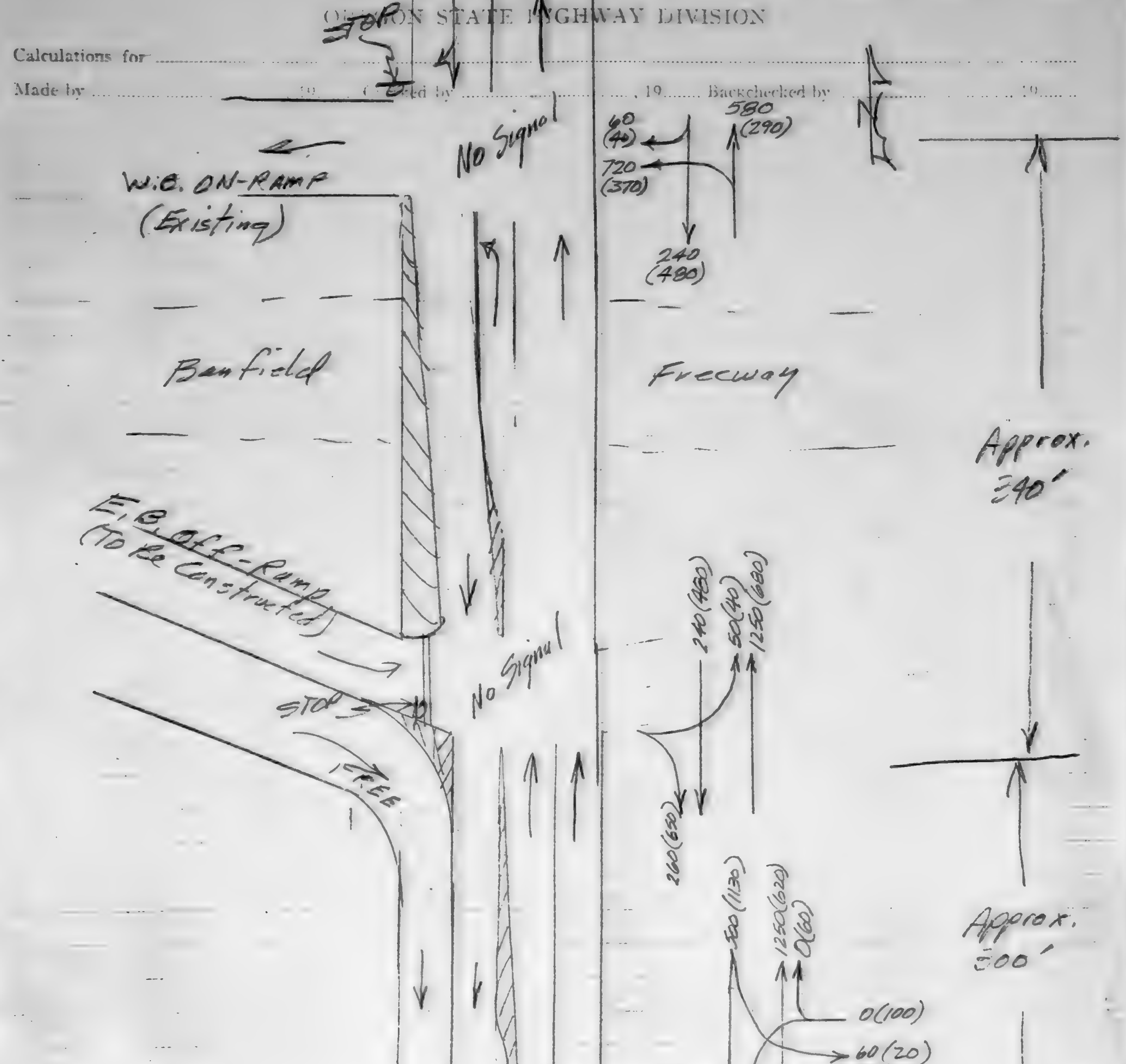
Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by .... 19...... Checked by .... 19...... Backchecked by .... 19......


STOP
No Signal
60 (40)
720 (370)
580 (290)
240 (480)
W.B. ON-RAMP (Existing)
Banfield
Freeway
Approx. 340'
E.B. Off-Ramp (To Be Constructed)
No Signal
STOP
FREE
240 (480)
50 (40)
1250 (680)
260 (650)
Approx. 300'
500 (1130)
1250 (620)
0 (60)
0 (100)
60 (20)
40 (10)
440 (1110)
0 (20)
STOP
181st
No Signal
Wilkes (Relocated)

— Interim Plan —

181st & I-84 (I-80N)

xxx = 1982 AM PK. Hr.

(xxx) = 1982 PM PK. Hr.

(No Scale)

Form 72 306

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by RLW April 1980 Checked by .... 19 ...... Backchecked by .... 19 ......

181st @ I-84 (I-80N)

Summary – (yr. 2000 traffic)

~~Option I – Level of Service C-D~~

(Wilkes combined with Eastbound Ramp Terminals)

~~Intersection B is too complex, hard to signalize and has too much spacing from intersection A for efficient progression using the four-phase sequence system that keeps the inside movements cleared out. This system precludes blockage by inside movements that would normally store on an overcrossing structure and possibly block the ramp terminals.~~

JCID

[illegible]

Option II – Level of Service C-D

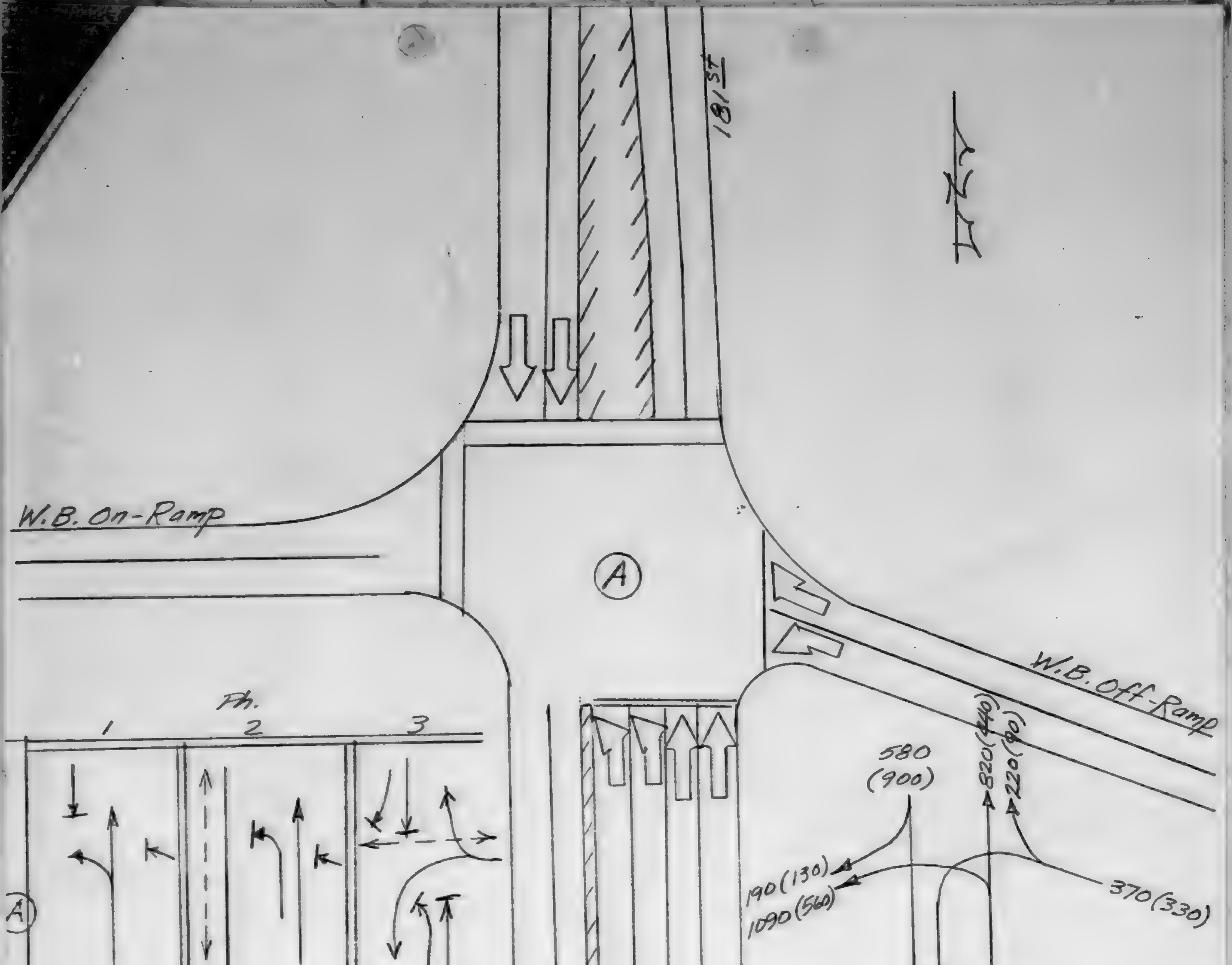
(Wilkes approx. 300' South of Eastbound Ramp Terminal)

Intersections B & C are spaced at about 300' to allow for storage of left-turn vehicles into Wilkes Rd. All three intersections would be intertied with two controllers required. All movements can be made at Wilkes.

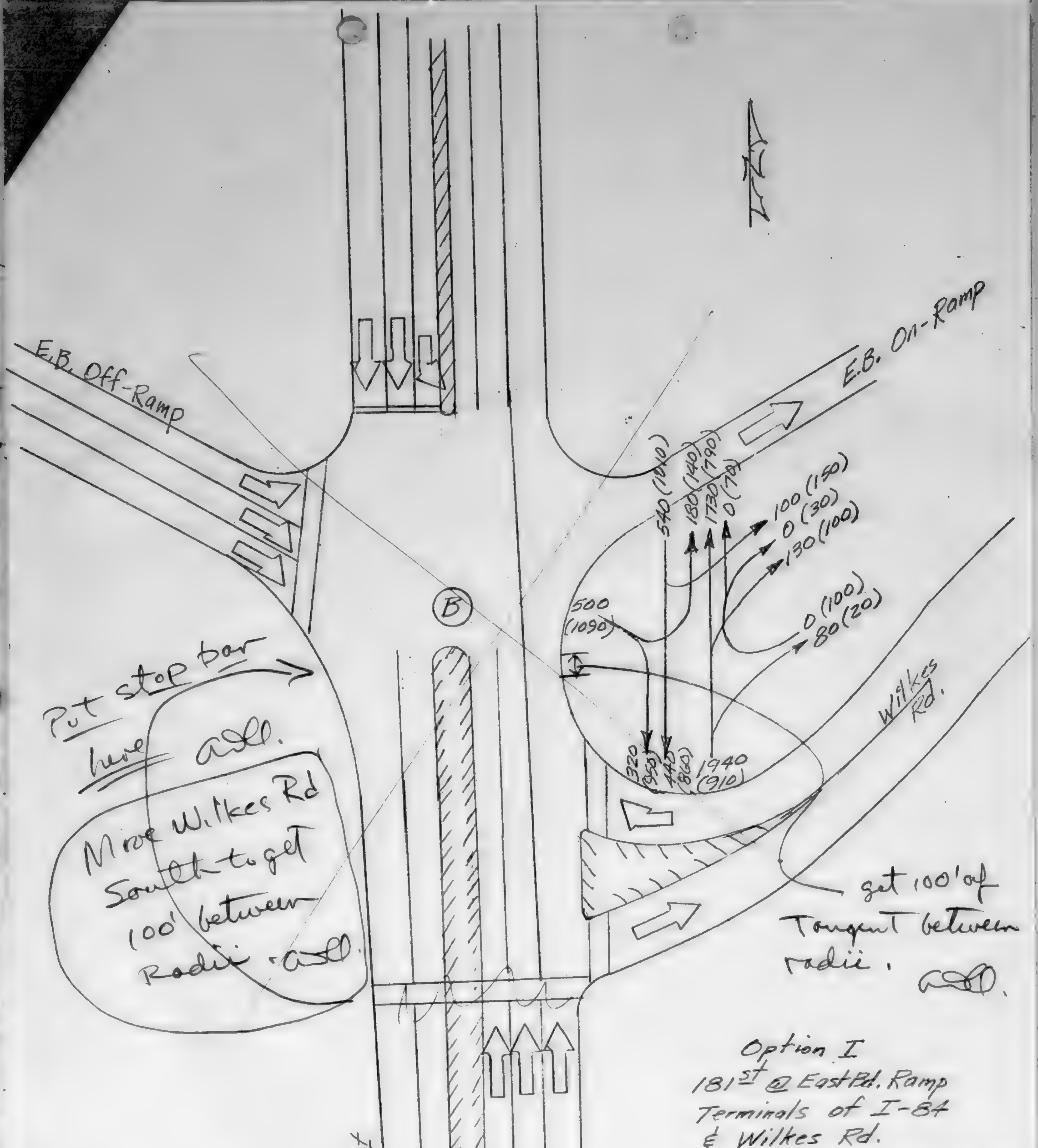
Option III – Level of Service C-D

(Wilkes is Cul-de-sac)

Operations @ Ramp Terminals are much cleaner with complexity of bringing Wilkes into 181st removed.


181st
W.B. On-Ramp
A
W.B. Off-Ramp
Ph.
1
2
3
A
B
580
(900)
820(440)
220(90)
190(130)
1090(560)
370(330)
390(770)
150(240)
1910
(1000)

Option I & II
181st @ West Bd. Ramp
Terminals of I-84
XXX = yr. 2000 A.M. Pk. Hr.
(XXX) = yr. 2000 P.M. Pk. Hr.
Scale 1" = 50' (Approx.)

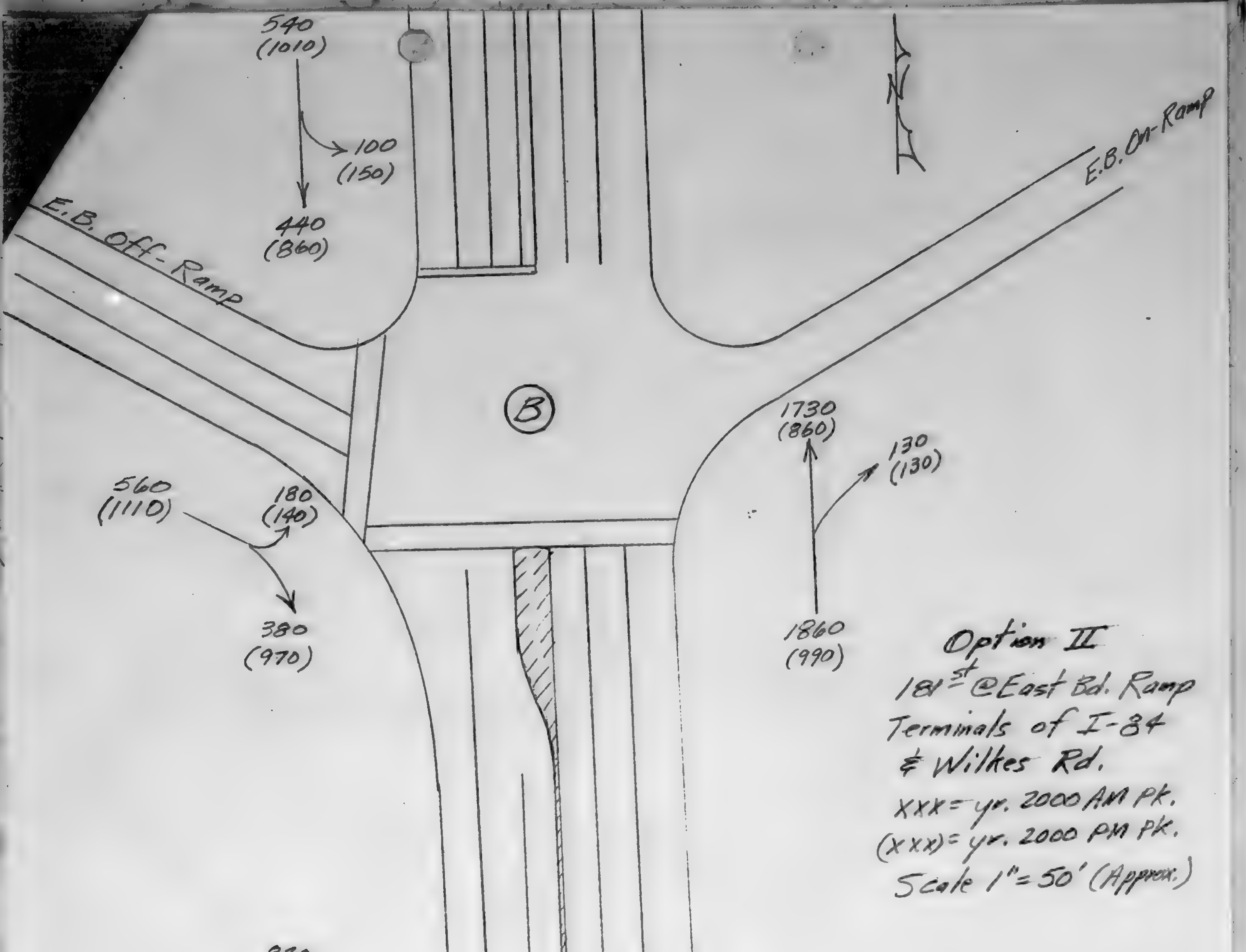

E.B. Off-Ramp
E.B. On-Ramp
Wilkes Rd.
181st
B
540 (1010)
180 (140)
1730 (790)
0 (70)
100 (150)
0 (30)
130 (100)
500 (1090)
0 (100)
80 (20)
320 (950)
440 (860)
1940 (910)

Put stop bar here

Move Wilkes Rd South to get 100' between Radii

get 100' of Tangent between radii.

Option I
181st @ East Bd. Ramp
Terminals of I-84
& Wilkes Rd.
XXX = yr. 2000 A.M. Pk. Hr.
(XXX) = yr. 2000 P.M. Pk. Hr.
Scale 1" = 50' (Approx.)


540
(1010)
100
(150)
440
(860)
E.B. Off-Ramp
E.B. On-Ramp
B
1730
(860)
130
(130)
560
(1110)
180
(140)
380
(970)
1860
(990)
820
(1830)
120
(40)
640
(1790)
0
(100)
0 (180)
0
(60)
Wilkes
C
1860
(890)
80(20)
1940
(910)
181 st

Option II
181st @ East Bd. Ramp
Terminals of I-84
& Wilkes Rd.
XXX = yr. 2000 AM Pk.
(XXX) = yr. 2000 PM Pk.
Scale 1" = 50' (Approx.)

OREGON STATE HIGHWAY DIVISION
TRAFFIC SECTION
INTERSECTION CAPACITY ANALYSIS

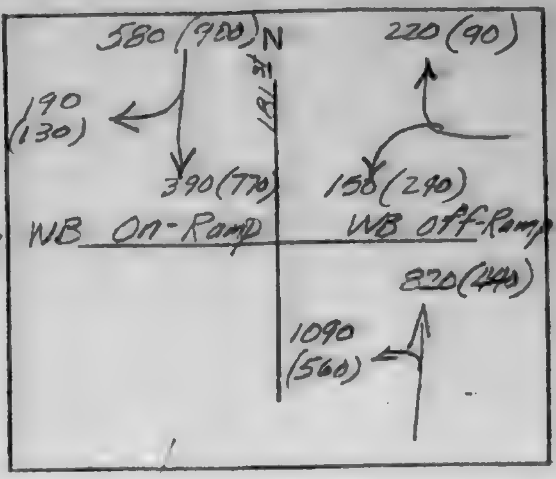
Ⓐ Option I

April 1980

PROJECT 181st & I-84 (I-80N)

INTERSECTION 181st & Westbound Ramp Terminal

CITY Portland

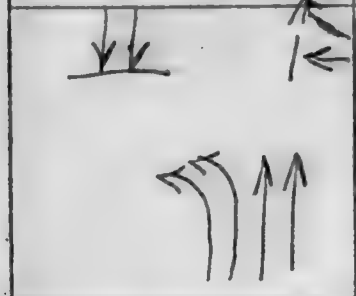
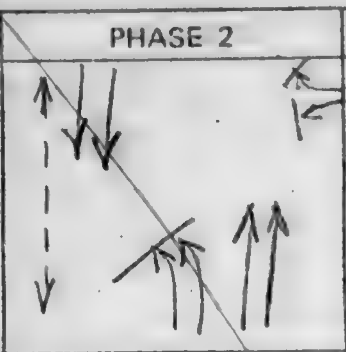
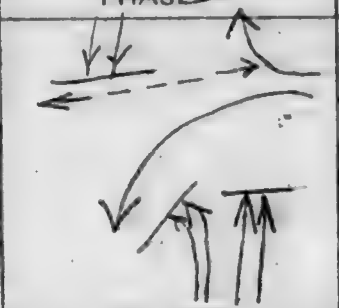


BASIC CONDITIONS:

METRO POPULATION 1mil M.P. PHF 1.15

AREA (Circle One): CBD FRINGE [✓ OBD] RESID. RURAL

SUMMARY

	PHASE 1	PHASE 2	PHASE 3	PHASE	TOTAL G/C REQ'D.	LEVEL OF SERVICE
						
AM	G/C= .50	G/C= .24	G/C= .24	G/C=	.98	D
PM	G/C= .27	G/C= .34	G/C= .24	G/C=	.85	C

APPROACH N T= 3 % R= $\overset{30+}{(16)}$ % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
	N-SW	24	4	.24	.34				580	900	

APPROACH S T= 3 % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
	S-N	24	4	.29	.17				820	440	
	S-W	24	dbl. left	.50	.27				1090	560	

APPROACH E T= 3 % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
	E-N	12	1350VPHG	.16	.07	.24			220	90	
	E-S	12	1350VPHG	.11	.18	.24			150	240	

APPROACH T= % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †

*Does Pedestrian Timing Control? ... If [✓ "Yes"] See ~~Attached~~ Back of Sheet For Computations.

†Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, Etc.

By FLW

Checked

(B) Option I

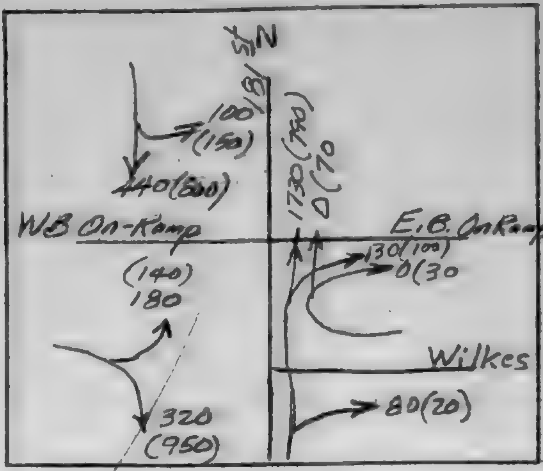
OREGON STATE HIGHWAY DIVISION
TRAFFIC SECTION
INTERSECTION CAPACITY ANALYSIS

April, 1980

PROJECT 181st & I-84 (I-80N)

INTERSECTION 181st & Eastbound Ramp Terminal & Wilkes Rd.

CITY Portland

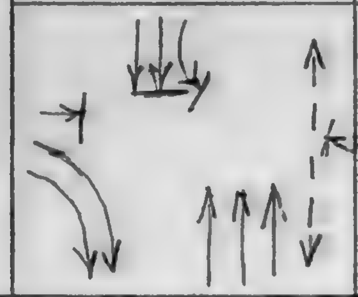
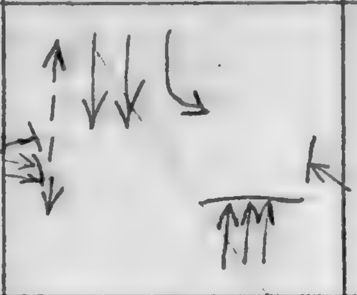
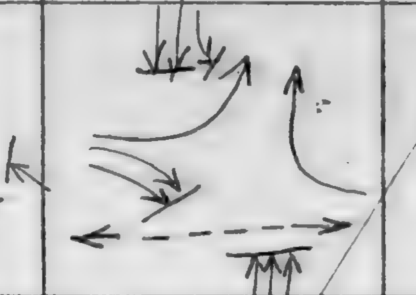


BASIC CONDITIONS:

METRO POPULATION 1mil M.P. PHF 1.15

AREA (Circle One): CBD FRINGE [✓ OBD] RESID. RURAL

SUMMARY

	PHASE 1	PHASE 2	PHASE 3	PHASE	TOTAL G/C REQ'D.	LEVEL OF SERVICE
						
AM	G/C= .51	G/C= .18	G/C= .24	G/C=	.93	C-D
PM	G/C= .36	G/C= .31	G/C= .24	G/C=	.91	C-D

APPROACH N T= 3 % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C		G/C USED*	CAPACITY		DHV		REMARKS †
				AM	PM		LEVEL "C"	LEVEL	AM	PM	
	N-S	24	4	.16	.31	.18 AM			440	860	
	N-E	12	1350VPHG	.07	.11				100	150	

APPROACH S T= 3 % R= 10 (13) % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C		G/C USED*	CAPACITY		DHV		REMARKS †
				AM	PM		LEVEL "C"	LEVEL	AM	PM	
	S-N,E & Wilkes	36	4	.51	.24				1940	910	

APPROACH W T= 3 % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C		G/C USED*	CAPACITY		DHV		REMARKS †
				AM	PM		LEVEL "C"	LEVEL	AM	PM	
	W-S	24	Dbl. Rt.	.13	.36				320	950	
	W-N	12	1350VPHG	.13	.10	.24 AM & PM			180	140	

APPROACH Wilkes T= 5 % R= % L= % BUS STOP

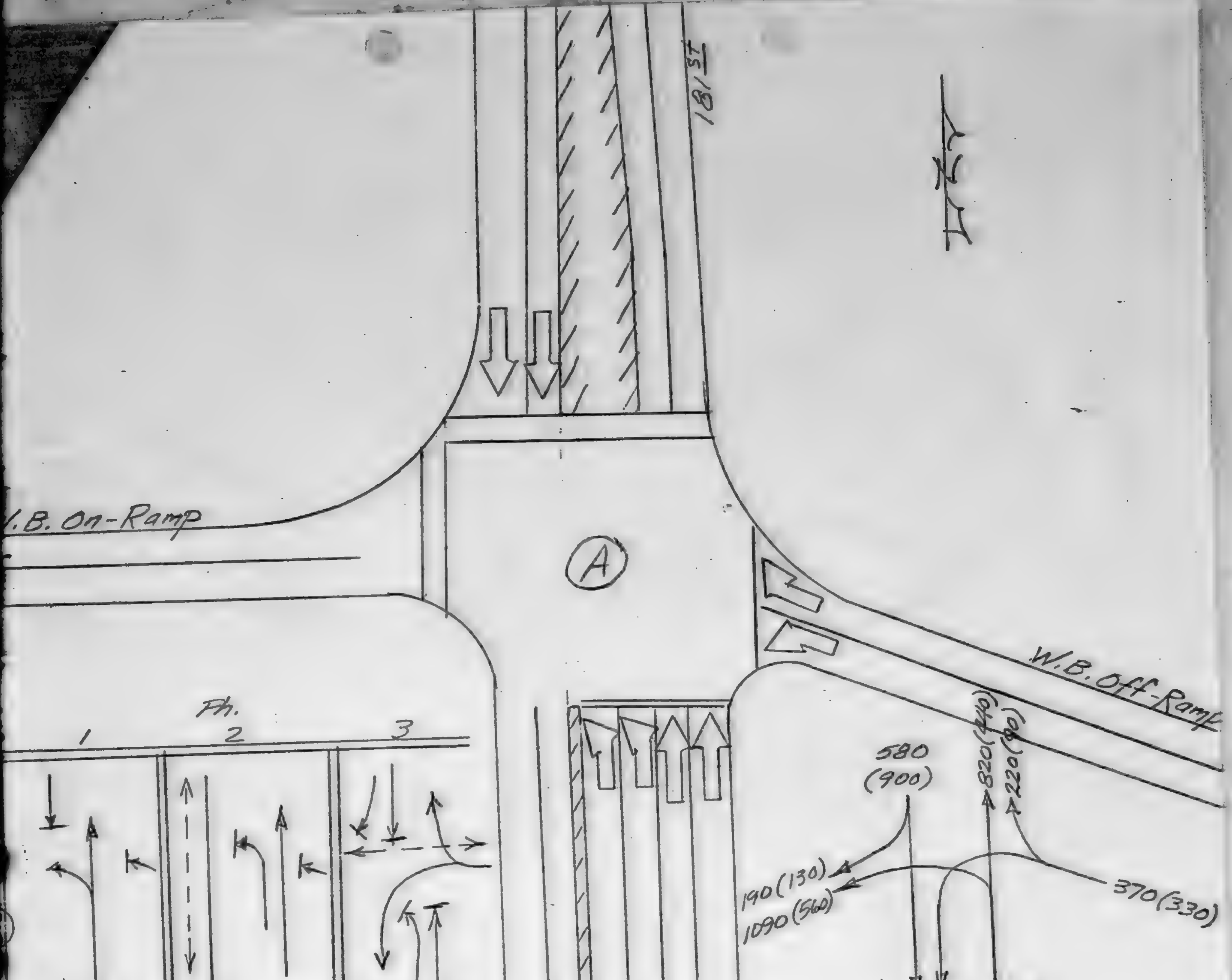
PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C		G/C USED*	CAPACITY		DHV		REMARKS †
				AM	PM		LEVEL "C"	LEVEL	AM	PM	
	Wilkes-N,E	12	1350VPHG	0	.07	.10min.			0	100	

*Does Pedestrian Timing Control? ... If "Yes", See ~~Attached~~ Backof Sheet For Computations.

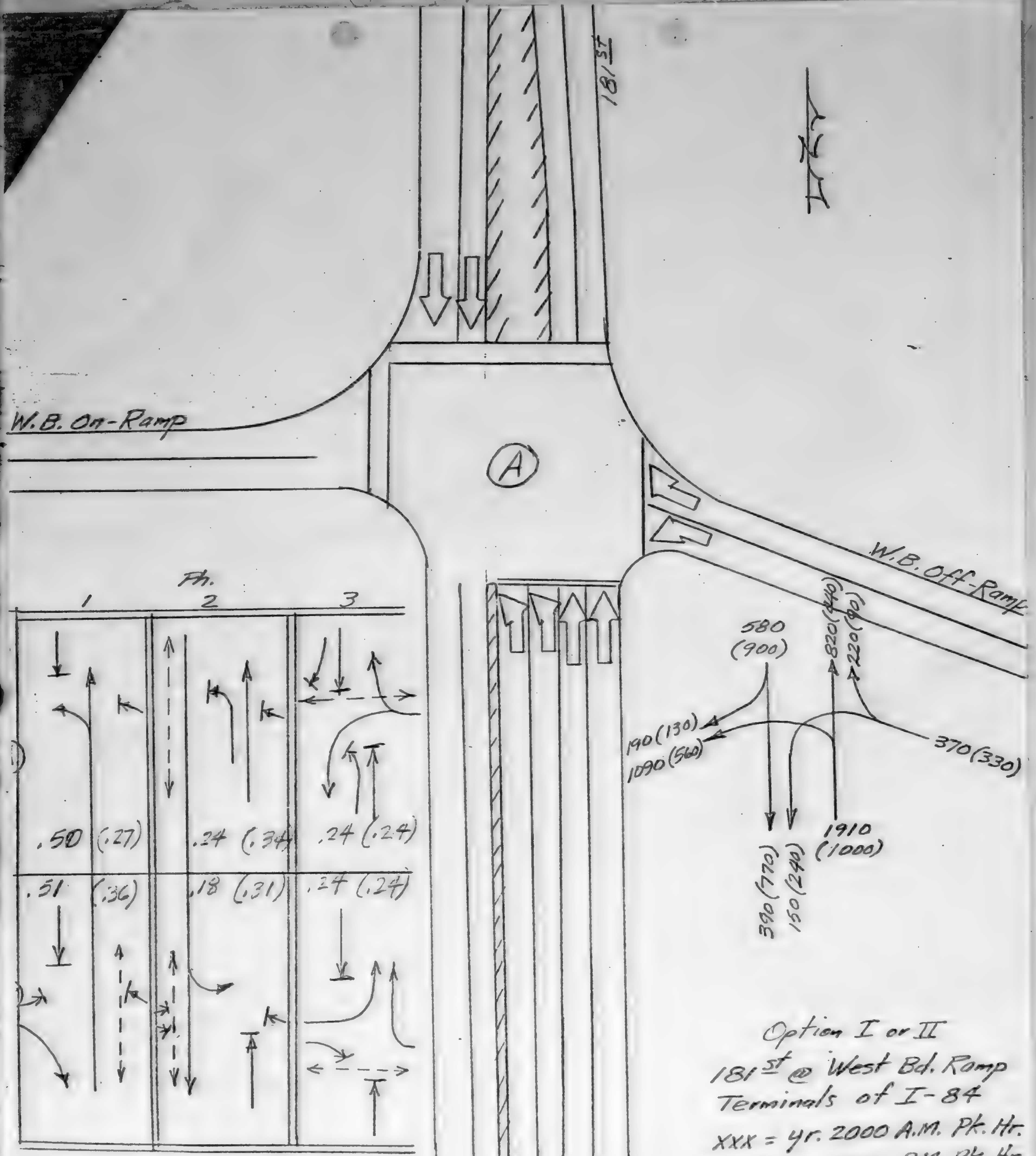
†Turn Lane Lengths – D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths – D_a, D_b, Etc.

By RW

Checked


181st
W.B. On-Ramp
A
W.B. Off-Ramp
Ph.
1
2
3
.50 (.27)
.24 (.34)
.24 (.24)
.51 (.36)
.18 (.31)
.24 (.24)
580
(900)
820(440)
220(90)
190(130)
1090(560)
370(330)
390(770)
150(240)
1910
(1000)

Option I or II
181st @ West Bd. Ramp
Terminals of I-84
xxx = yr. 2000 A.M. Pk. Hr.
(xxx) = yr. 2000 P.M. Pk. Hr.
Scale 1" = 50' (Approx.)


181st
W.B. On-Ramp
A
W.B. Off-Ramp
Ph.
1
2
3
.50 (.27)
.24 (.34)
.24 (.24)
.51 (.36)
.18 (.31)
.24 (.24)
580
(900)
820 (940)
220 (90)
190 (130)
1090 (560)
370 (330)
390 (770)
150 (240)
1910
(1000)

Option I or II
181st @ West Bd. Ramp
Terminals of I-84
XXX = yr. 2000 A.M. Pk. Hr.
(XXX) = yr. 2000 P.M. Pk. Hr.
Scale 1" = 50' (Approx.)

Ⓒ Option II

OREGON STATE HIGHWAY DIVISION
TRAFFIC SECTION
INTERSECTION CAPACITY ANALYSIS

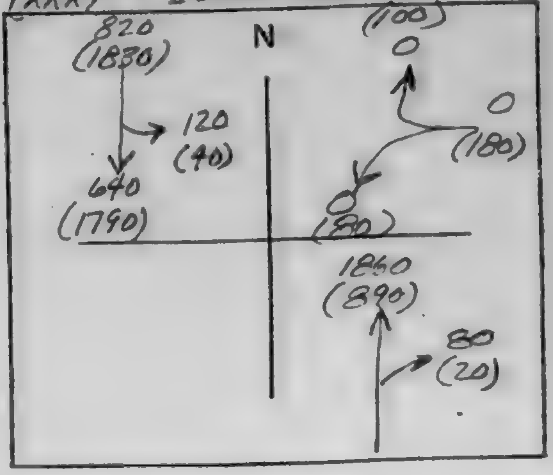
April, 1980

PROJECT 181st & I-84 (I-80N)

INTERSECTION 181st & Wilkes

CITY Portland

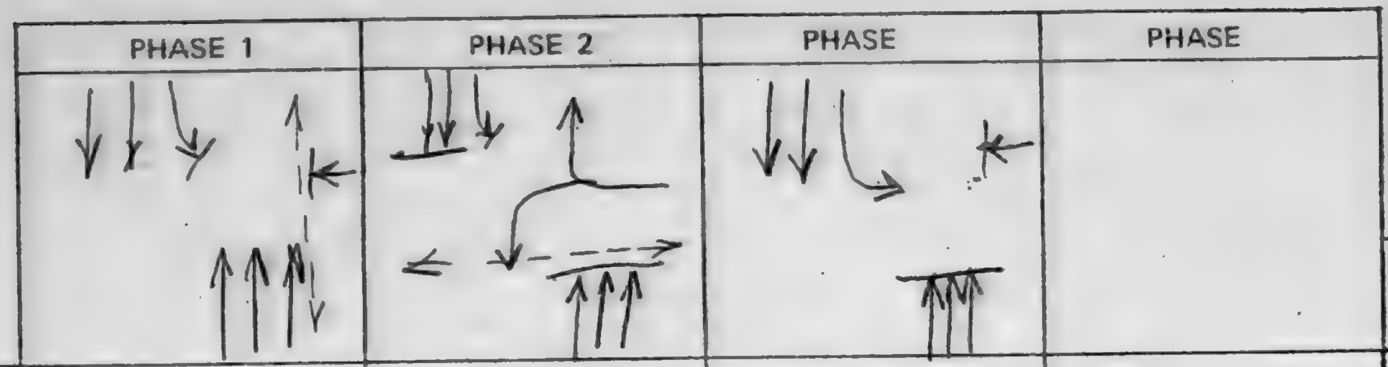
XXX = 2000 AM Pk. Hr.
(XXX) = 2000 PM Pk. Hr.



BASIC CONDITIONS:

METRO POPULATION 1 mil M.P. PHF 1.15

AREA (Circle One): CBD FRINGE [✓ OBD] RESID. RURAL



SUMMARY

	PHASE 1	PHASE 2	PHASE	PHASE	TOTAL G/C REQ'D.	LEVEL OF SERVICE
AM	G/C= .51	G/C= .10	G/C= .10	G/C=	.71	Corbetter
PM	G/C= .24	G/C= .13	G/C= .10	G/C=	.47	

APPROACH N T= 3 % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
	N-S	24	4	.23	.64				640	1790	Storage for left turn = 150' des. 115' min.
	N-E	12	1350 VPHG	.10 min	.10 min				120	40	

APPROACH S T= 3 % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
	S-N,E	36	4	.51	.24				1940	910	

APPROACH E (Wilkes) T= 5 % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
	E-All	12	1350 VPHG	.10 min.	.13				0	180	

APPROACH T= % R= % L= % BUS STOP

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †

*Does Pedestrian Timing Control? ... If "Yes", See Attached Sheet For Computations.

†Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, Etc.

By. RLW

Checked

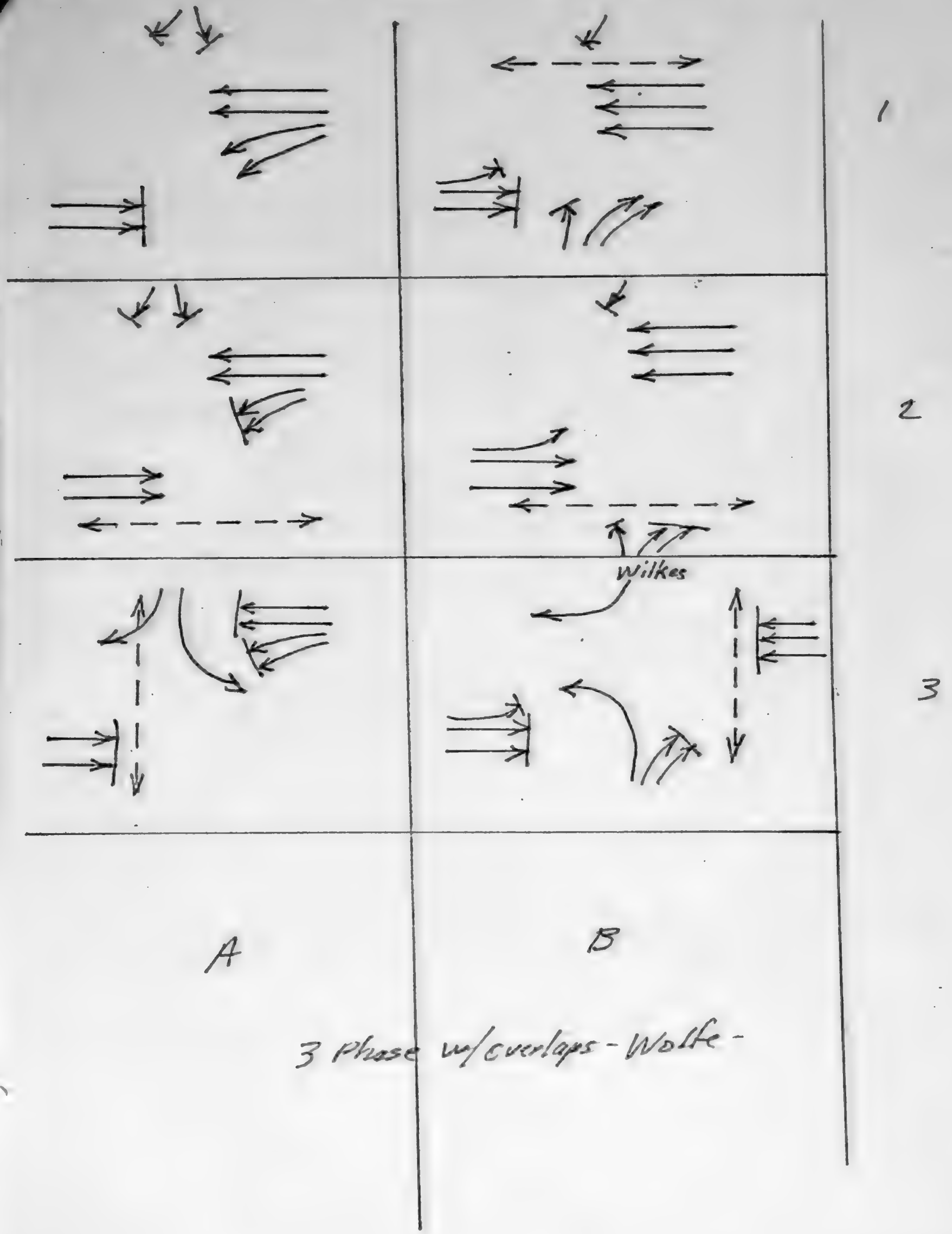
Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by .... 19...... Checked by .... 19...... Backchecked by .... 19......



3 Phase w/overlaps - Wolfe -

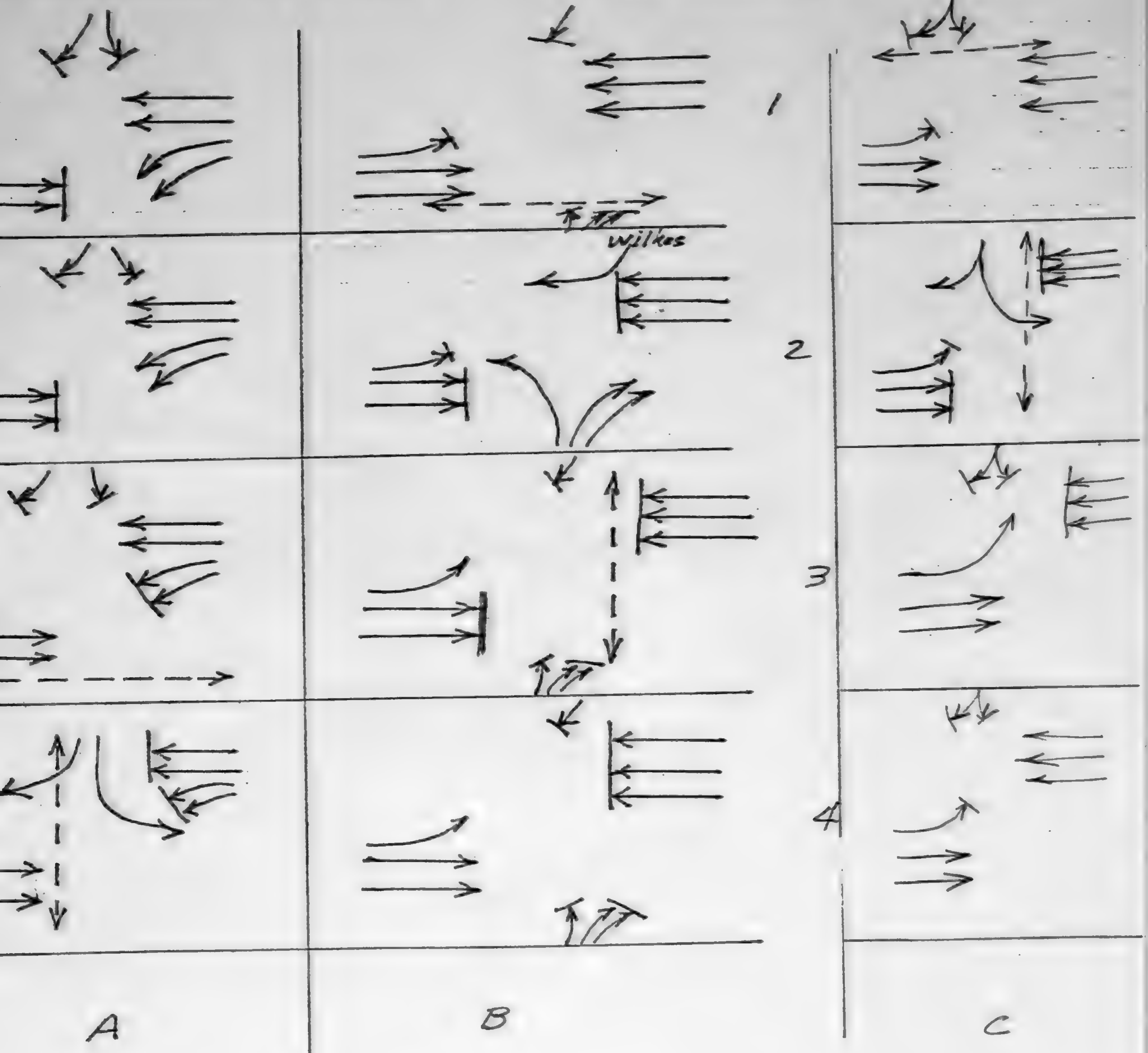
Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

tions for .... Option I .... Option II

y .... 19 Checked by .... , 19...... Backchecked by .... — Wilkes — .... 19......


1
2
3
4
wilkes
A
B
C

4 Phase Sequence

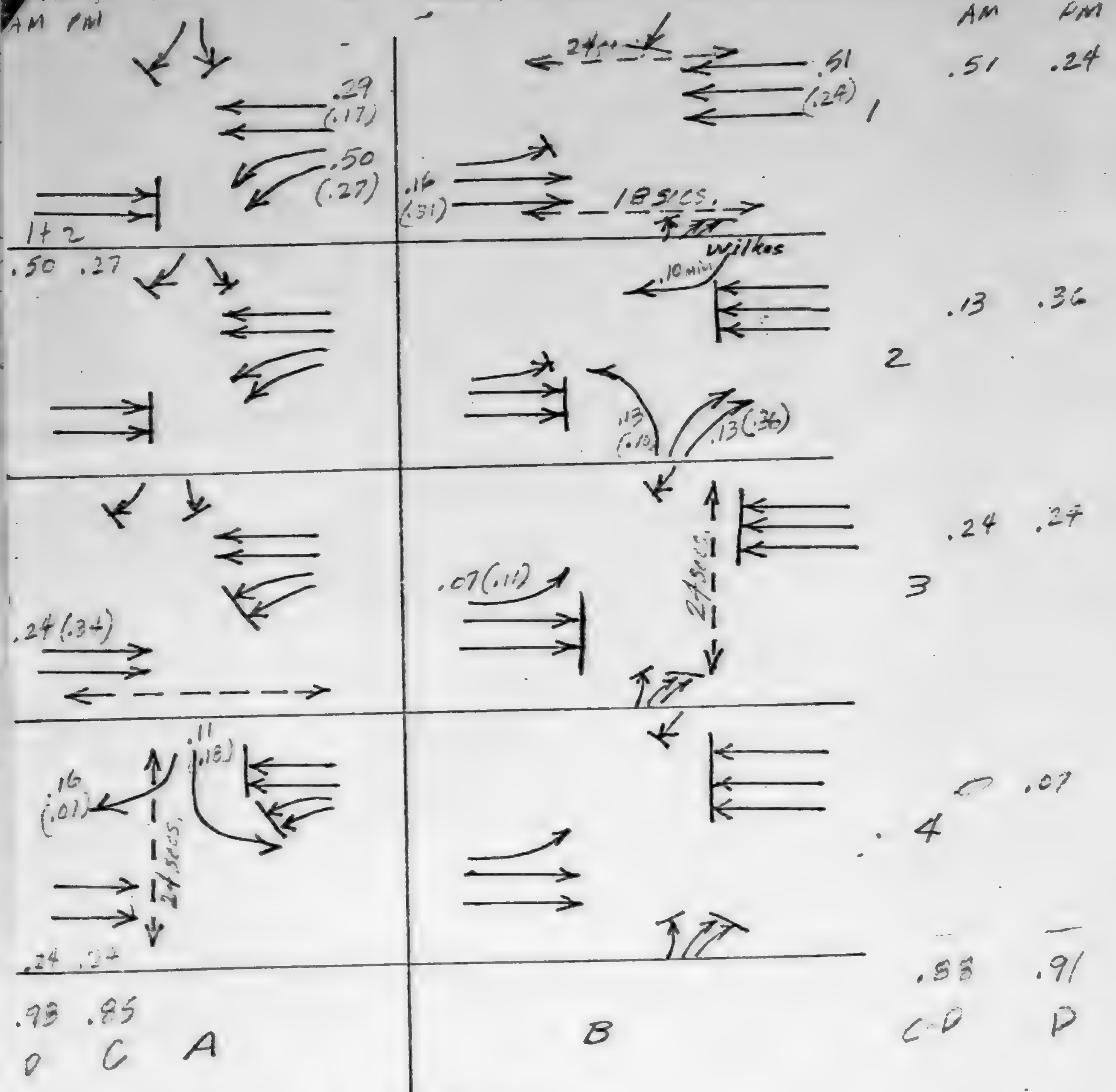
Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

...putations for ....

...ade by .... 19...... Checked by ...., 19...... Backchecked by ...., 19......


AM PM
.29
(.17)
.50
(.27)
1+2
.16
(.31)
24 secs
18 secs
Wilkes
.10 min
.51
(.24)
1
AM PM
.51 .24
.50 .27
.13
(.10)
.13 (.36)
.13 .36
2
.24 (.34)
.07 (.11)
24 secs
.24 .27
3
.11
(.18)
.16
(.01)
24 secs
0 .07
4
.24 .34
.88 .91
.93 .85
D C A
B
C-D D

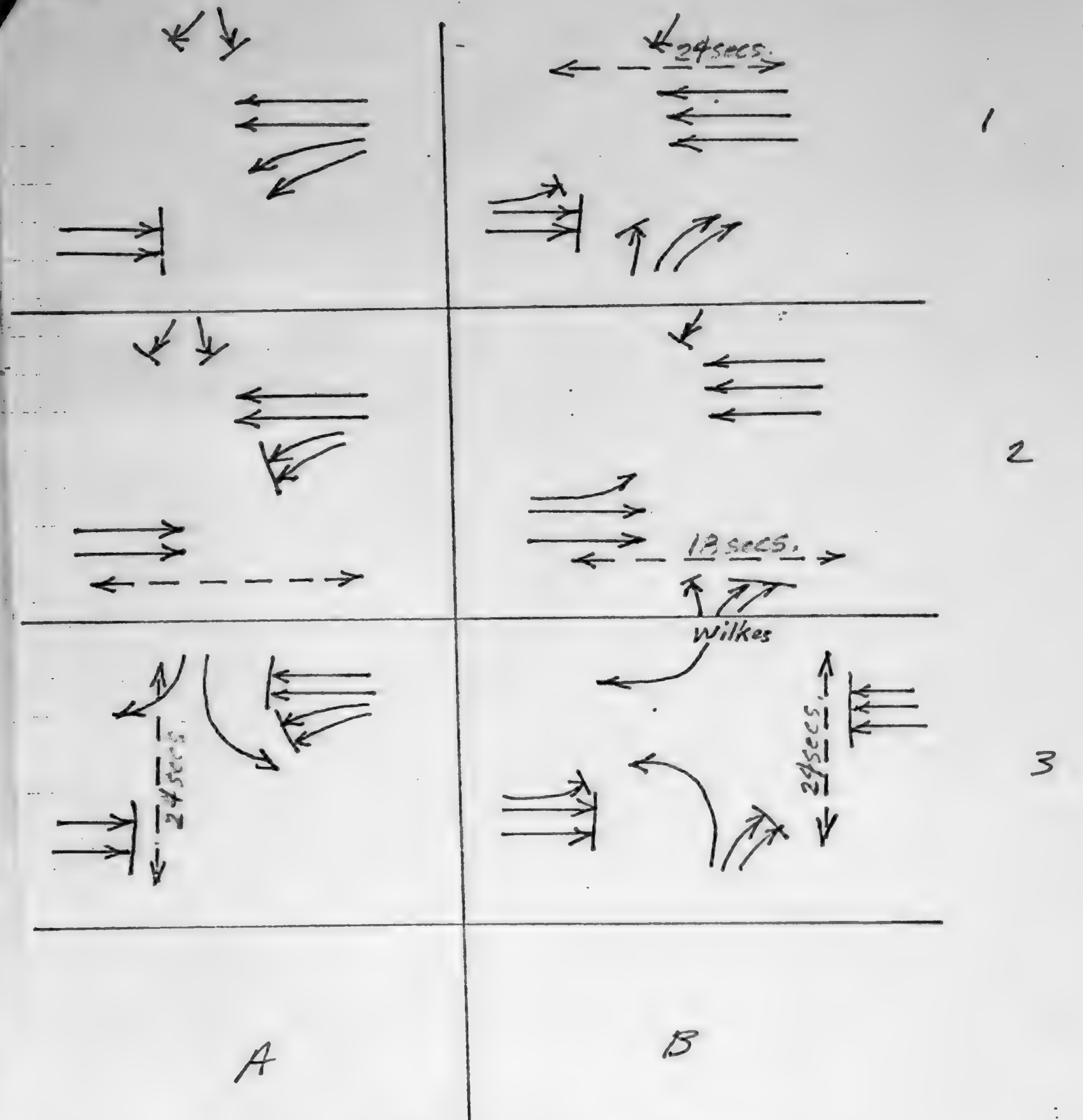
4 Phase Sequence

Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Made by .... 19.... Checked by .... 19.... Backchecked by .... 19....


24 secs.
1
2
18 secs.
Wilkes
24 secs.
24 secs.
3
A
B

3 Phase w/overlaps - Wolfe -

TRA 16-1

9537

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: March 28, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: NE 117th Avenue-NE 181st Avenue Section
and NE 181st Interchange Eastbound Off Ramp
Route 2, Columbia River Highway
Multnomah County
Proposed Illumination

The subject section has been reviewed for roadway illumination using the "Guidelines for Illumination".

NE 122nd Avenue Interchange meets the warrants for partial interchange illumination. We presently have illumination at this interchange and recommend that partial interchange illumination be installed when the interchange is reconstructed.

NE 181st Avenue Interchange meets warrants for complete interchange illumination, and illumination now exists at this interchange. Two contracts are scheduled for work at NE 181st Avenue Interchange. The first contract proposes to relocate the eastbound off ramp. We recommend that the existing illumination be removed and temporary illumination be installed as part of this contract. The second contract proposes to construct a full interchange, and we recommend partial illumination be installed as part of that contract.

We request your approval to construct this illumination as recommended.

RECEIVED
MAY 1 5 1980
TRAFFIC ENGINEERING

L. E. George
Traffic Engineer

VLT:jrb

5-14-80
Orig to George

RECEIVED
APR 1 1980
TRAFFIC ENGINEERING

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 5/14/80

RECEIVED
STATE HWY ENGR
31
MAR 28 '80
REFER TO
L E George
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Is partial enough at 122nd - I am not disagreeing - I just have a question
HSC

9537

AGR 4-2

I-84

STATE OF OREGON

INTEROFFICE MEMO

TO: ✓E. S. Hunter
Asst. State Highway Engineer

DATE: February 8, 1980

FROM: for D. E. Swan *by Mainor*
Operation Programming Engineer

SUBJECT: Throughway Agreement Draft
N.E. 181st Ave. Intchge. (E. Bd. Off-Ramp) Section
Columbia River Highway, No. 2
Multnomah County

Attached for your consideration is an agreement draft covering preliminary engineering, right-of-way acquisition, utility adjustments, construction and future maintenance responsibilities for subject section.

Please study the provisions of the proposed agreement and, if you approve, forward it to the Design Section for their review, comment and return to this office for preparation in final form.

MCH:pf
Attachment

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
FEB 11 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

APPROVED
Christensen
FINAL DESIGN ENGR.

sheet 4 has had some revisions to a sanitary sewer across the off ramp. Revised plans are available, otherwise Ok

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 8 '80
REFER TO
Versteeg ✓
FOR

APPROVED
R/W DESCRIPTION ENGR.

access control line on sheets 3 & 4 should be labeled R/W & Access Control Line otherwise ok

For Review

Contains Recycled Materials

9537

AGR 4-2

I-84

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: February 8, 1980

FROM: for D. E. Swan by Mainor
Operation Programming Engineer

SUBJECT: Throughway Agreement Draft
N.E. 181st Ave. Intchge. (E. Bd. Off-Ramp) Section
Columbia River Highway, No. 2
Multnomah County

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Please study the provisions of the proposed agreement and, if you approve, forward it to the Design Section for their review, comment and return to this office for preparation in final form.

MCH:pf
Attachment

1 Versteeg ✓
Andersen
3 Christensen
2 Olson
Sullivan
Terpin
Trout
4 Wakerlig

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FEB 11 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

APPROVED
Duane C. Christensen
FINAL DESIGN ENGR.

sheet 4 has had some revisions to a sanitary sewer across the off ramp. Revised plans are available, otherwise ok

APPROVED
R/W DESCRIPTION ENGR.

access control line on sheets 3 & 4 should be labeled R/W & Access Control Line otherwise ok

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 8 '80
REFER TO
Versteeg
FOR

For Review

Contains Recycled Materials
81-125-1387

SP*75683-125

AGR 4-2

9537

P80N

February 8, 1980

W. S. Hunter
Asst. State Highway Engineer

D. E. Swan
Operation Programming Engineer

Throughway Agreement Draft
N.W. 181st Ave. Intchge. (E. Bd. Off-Ramp) Section
Columbia River Highway, No. 2
Multnomah County

Attached for your consideration is an agreement draft covering preliminary engineering, right-of-way acquisition, utility adjustments, construction and future maintenance responsibilities for subject section.

Please study the provisions of the proposed agreement and, if you approve, forward it to the Design Section for their review, comment and return to this office for preparation in final form.

NCH:pf
Attachment

APPROVED
5-12-80
R/W DESCRIPTION ENGR.

Any idea what happened to this? No U, maior

5-12-80
Exhibit "A" sheet 4 will need to be revised. Metro is presently reworking the alignment for the "A" line. We have not received the new data. DOL

May-12-80

3 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
1 Wakerlig

RECEIVED
MAY 12 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9537

I-80N

FORM 81-734-3030

FILE: 626-1908

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
METRO TECHNICAL SERVICES
February 7, 1980

FROM: For MAX J. KLOTZ
Metro Technical Services Engineer

TO: DUANE CHRISTENSEN
Final Design Engineer

SUBJECT: NE 181st Ave. Intch
Eastbound Off-Ramp
I-80N
626-1908
Preliminary Plans

Enclosed, one (1) set of preliminary plans with proposed special provisions for the NE 181st Ave. interchange (eastbound off-ramp) section. These special provisions and preliminary plans have been reviewed and comments noted in green.

The three items listed for the special provisions were marked as follows:

#1 - No; #2 - Yes; and #3 - Yes.

Rounding Reducing cut banks were not shown on the typical section nor listed in in the quantities.

Versteeg
Anderson
1 Christensen
Olson
2 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 8 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

REFERRED TO
Beard Stoudenmeyer
Cole ✓ ~~Sample~~
✓ Eriksen F.E. Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9537 TRA 16-4 I-84

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. O. Christensen
Final Design Engineer

ATTN: Lyle Watson

DATE: November 28, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
181st Avenue Interchange Off Ramp Section
Columbia River Highway
Multnomah County

Attached are two prints of the approved sign study plans for the above-named section.

L. E. George
Traffic Engineer

ELS:jrb

Attachment

cc w/attach.: R. N. Bothman
E. L. Hardt
M. Payne
F. T. Lacey

REFERRED TO
Beard ___ Staudenmeyer ___
Cole ___ Sample ___
Eriksen ___ Watson ___
Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 print kept by Sean

___ Versteeg ___
___ Anderson ___
I Christensen ___
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

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NOV 29 1979
ROAD DESIGN SECTION

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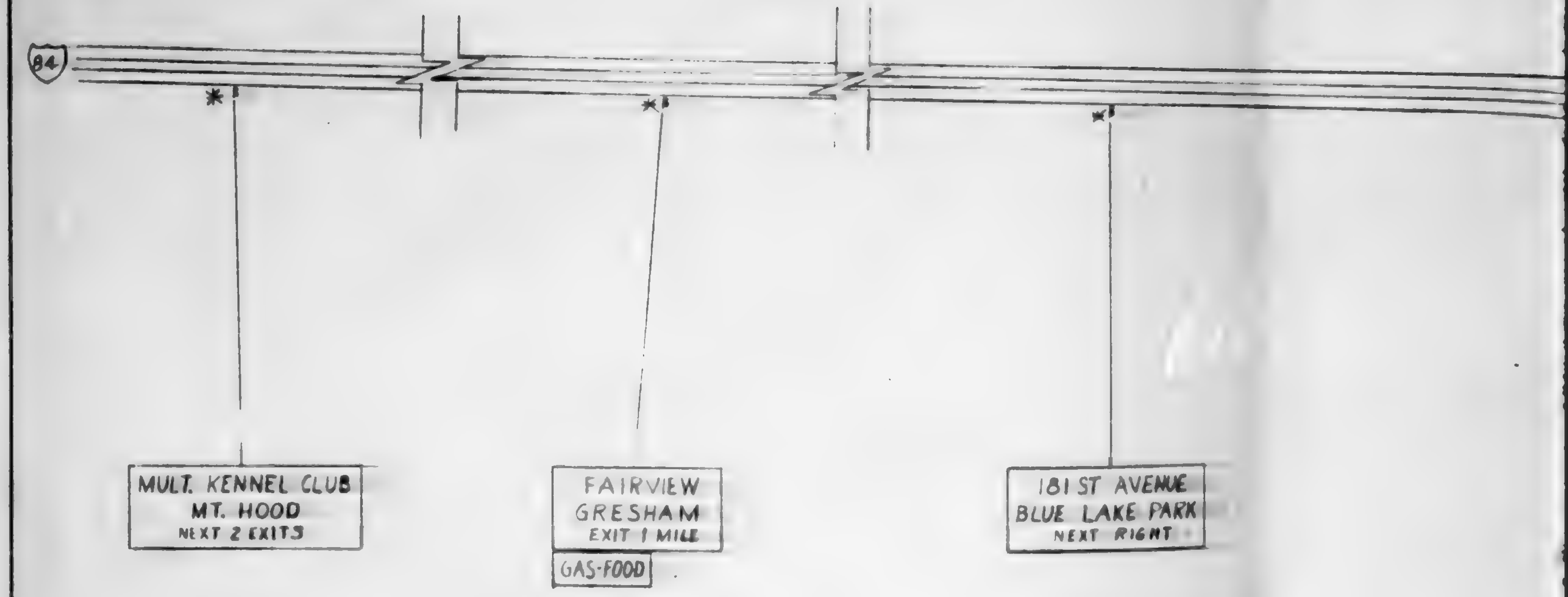
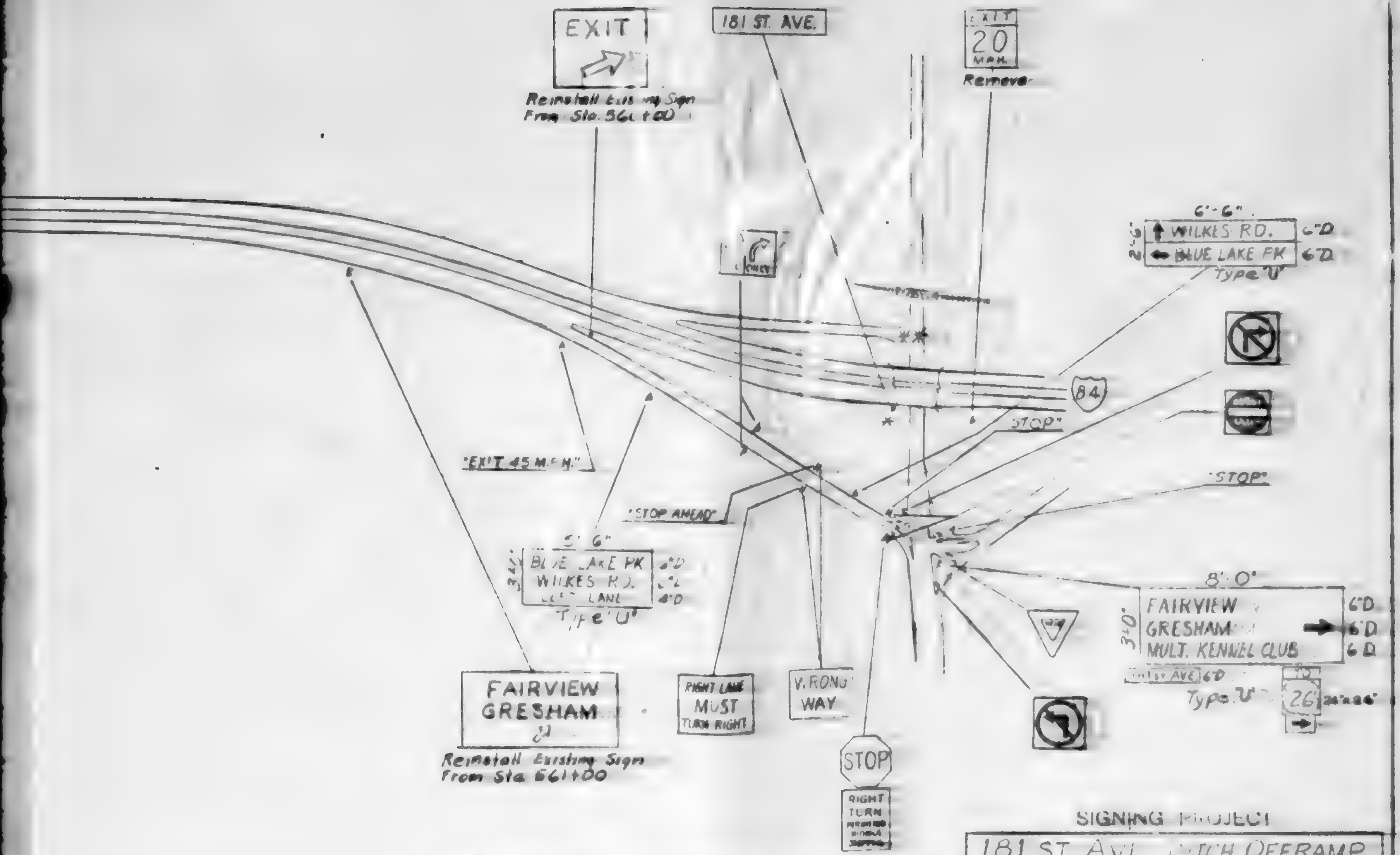
Bring Up ___ / ___
Action ___


84
MULT. KENNEL CLUB
MT. HOOD
NEXT 2 EXITS
FAIRVIEW
GRESHAM
EXIT 1 MILE
GAS-FOOD
181 ST AVENUE
BLUE LAKE PARK
NEXT RIGHT


EXIT
Reinstall Existing Sign
From Sta. 566+00
181 ST. AVE.
EXIT
20
M.P.H.
Remove
6'-6"
2'-6"
WILKES RD.
BLUE LAKE PK
6"D
6"D
Type "U"
84
ONLY
"STOP"
"STOP"
"EXIT 45 M.P.H."
"STOP AHEAD"
5'-6"
3'-6"
BLUE LAKE PK
WILKES RD.
LEFT LANE
6"D
6"D
4"D
Type "U"
8'-0"
3'-0"
FAIRVIEW
GRESHAM
MULT. KENNEL CLUB
6"D
6"D
6"D
181st AVE
6"D
Type "U"
26
24"x24"
FAIRVIEW
GRESHAM
Reinstall Existing Sign
From Sta 661+00
RIGHT LANE
MUST
TURN RIGHT
WRONG
WAY
STOP
RIGHT
TURN

* Existing Sign to Remain in Place.

** All Signs For This Intersection to Remain in Place.

R.E. Johnson

11/29/79

DATE

SIGNING PROJECT

181 ST AVE. INTCH OFFRAMP
COLUMBIA RIVER HWY ~ MULTNOMAH CO.

Action	Date		Title
Submitted	10-31-79		Traffic Control Eng'r.
Approved	11-1-79		Sign Engineer
"	11/20/79		Traffic Engineer
"			Asst. Hwy. Eng'r.
Accepted	11/26/79	[illegible]	[illegible]

4527

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-1(3)001

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00030

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 29 '79
REFER TO
FOR
Info | Invs | R/D | Dist | Sect | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-27-79

FEDERAL ROUTE NUMBER Interstate 84

STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:

N.E. 181st Avenue Interchange Off Ramp

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's November 15, 1979 letter you are now authorized to proceed with all phases of actual acquisition of right of way as authorized in Right of Way Map 9B-16-23. TEC of $157,500 with Federal participation limited to $145,246 is approved. Federal participation is limited to that right of way actually incorporated into the final location.

DATE 11-27-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-918

9557

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic — DEPT.
378-[illegible]7 — TELEPHONE

TO: D. R. Adams
Project Development Manager

DATE: November [illegible], 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
181st Avenue Interchange Off Ramp
Columbia River Highway
Multnomah County

Attached are six copies of our sign study plans showing proposed sign installations on the above-named section.

Please review these plans and send us your comments and recommendations. Also submit two copies of the plans to the county for review. [illegible], the county should note any suggestions for change in the space provided and return the plans to you for transmittal to this office.

We request your reply by November 21 to enable completion of the plans for contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

[illegible]LS:rb

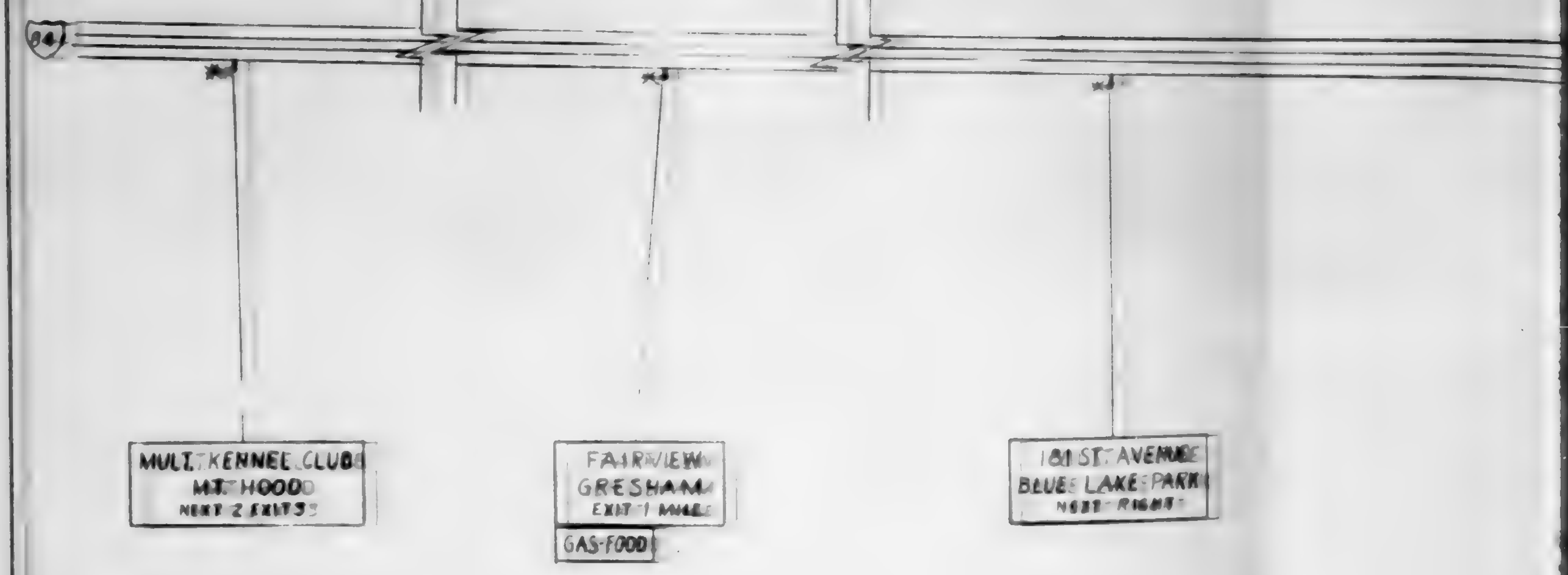
Attachment

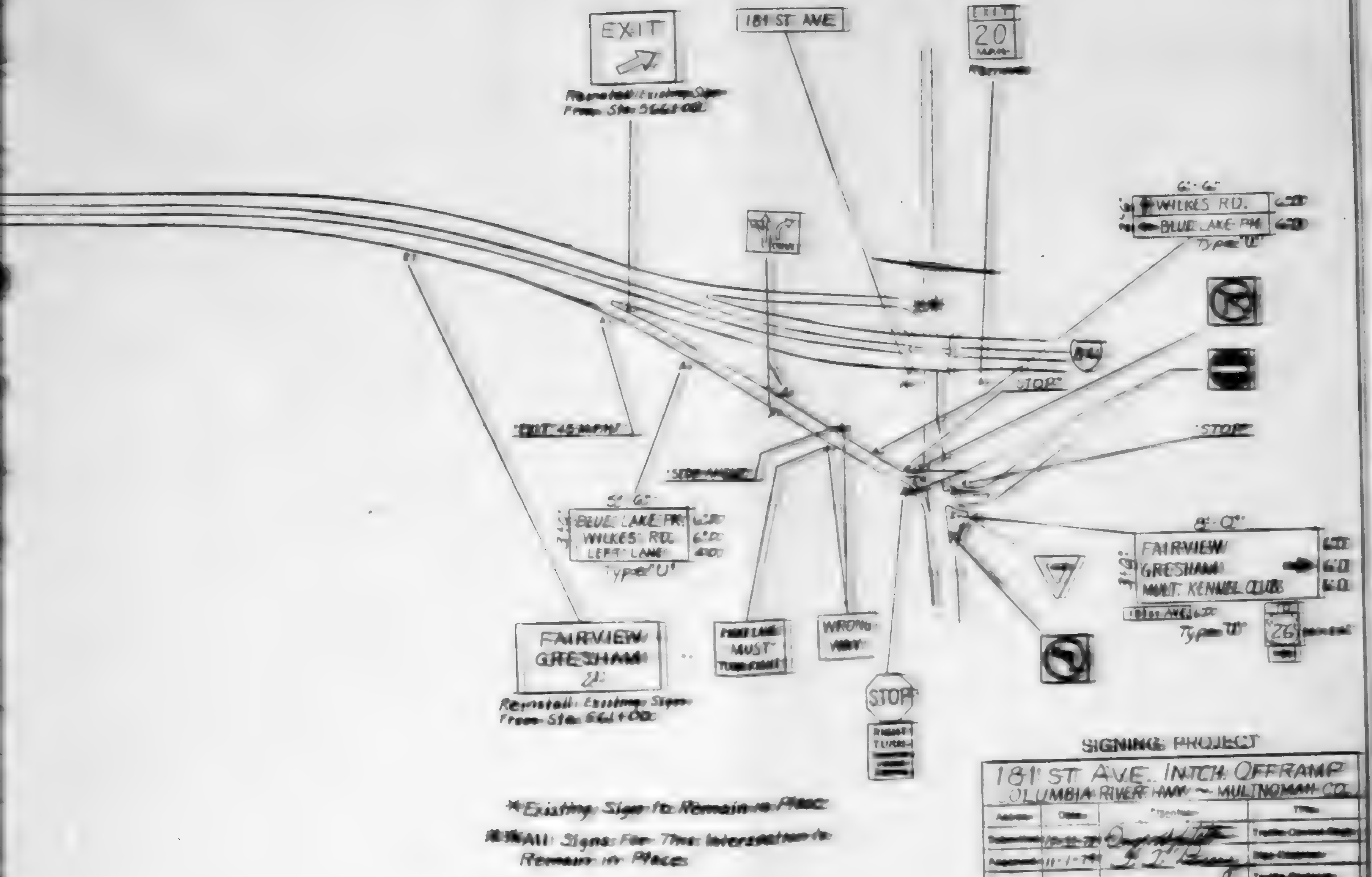
cc w/attach.: V. L. Harot (2)
J. C. Christensen
F. T. Lacey
M. Payne

Versteeg
[illegible]erson
Christensen
[illegible]on
[illegible]liven
[illegible]pin
[illegible]out
[illegible]akerlig

RECEIVED
NOV 6 1979
ROAD DESIGN SECTION

Do Not File
Action


84
MULT. KENNEL CLUB
MT. HOOD
NEXT 2 EXITS
FAIRVIEW
GRESHAM
EXIT 1 MILE
GAS-FOOD
181 ST. AVENUE
BLUE LAKE PARK
NEXT RIGHT


EXIT
Reinstall Existing Sign From Sta. 566+00
181 ST AVE
EXIT 20
6'-6"
WILKES RD.
BLUE LAKE PK.
Type "U"
STOP
STOP
EXIT 45 MPH
5'-6"
BLUE LAKE PK.
WILKES RD.
LEFT LANE
Type "U"
8'-0"
FAIRVIEW
GRESHAM
MULT. KENNEL CLUB
181st AVE.
Type "U"
26
FAIRVIEW
GRESHAM
Reinstall Existing Sign From Sta. 561+00
MUST
WRONG WAY
STOP
RIGHT TURN

* Existing Sign to Remain in Place

** All Signs For This Intersection to Remain in Place

SIGNING PROJECT

181 ST AVE. INTCH. OFFRAMP
COLUMBIA RIVER HWY ~ MULTNOMAH CO.

[illegible]	[illegible]	Signature	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	11-1-7[illegible]	[illegible]	[illegible]
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			

9537 8CW

ROAD DESIGN SECTION 378-6558

J. E. Boyd
Manager, Right of Way

November 2, 1979

J. L. Varstang
Road Design Engineer

File 50680
N.E. 181st Ave. Interchange (Eastbound
Offramp) Sec.
Columbia River Highway
Multnomah County, Oregon

Attached is a description, an authorization, and prints for the subject project, scheduled for April 24, 1980.

Sincerely,
ORIGINAL SIGNED BY
W. H. WAHRLI
R/W Descriptions Engineer

WHW:cj
Attachments

RECEIVED
NOV 5 1979
ROAD DESIGN SECTION

Varstang
Anderson
Christensen
Olson
Sullivan
Tarpin
Traul
Wakerlig

☐ Do Not File
Return To
Bring Up / /
Action

9537

1-80 N

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1979

Union Pacific Railroad Company
Attention: R. S. Orr
PO Box 8979
Portland, OR 97208

NE 181st Avenue Intchge.
(East Bound Offramp) Section
Columbia River Highway
Multnomah County

Dear Bob:

Attached are two plan sheets and some cross sections which illustrate the subject project. The project is simply the construction of the east bound offramp. Union Pacific's involvement in this project is restricted to our desire to stock-pile material temporarily on railroad right of way.

As per our telephone discussion of yesterday, we have stayed twenty feet away from the railroad center line. This particular project is scheduled for April 24, 1980 bid letting. The stock-piled material would likely remain until the 1983 construction season, when the NE 117th Avenue to NE 181st Avenue Project would be under way. This project is to be let during the third quarter of 1982.

Would you please arrange for whatever paper work is necessary for us to utilize railroad right of way for a temporary stock-pile area.

Cordially,

R D Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

Enc.

bc: R. N. Bothman
E. L. Hardt
Fred Erickson

J.C.W.

___ Versteeg ___
1 Anderson ___
___ Christensen ___
___ Olson ___
___ Sullivan ___
___ Turpin ___
___ Trout ___
2 Pickering ___

RECEIVED
OCT 26 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

9537 1-80N

ROAD DESIGN SECTION 378-6558

October 17, 1979

Ken Limbocker
METRO Design

A Olson
Adrian Olson
Preliminary Design Engineer

181st Avenue Interchange
I-[redacted]
Multnomah County

Enclosed is a 1"20' layout of the intersection of the proposed 181st Avenue eastbound offramp and 181st Avenue on which has been sketched a possible temporary connection for Wilkes Road. It would appear that something such as this will be necessary in order to make the plan workable for traffic going from the offramp to the industrial area along Wilkes Road.

Your review and comments are requested. Field data will be required for any work east of 181st.

ADO:cj
Enclosures

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OCT 18 1979
ROAD DESIGN SECTION

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Turpin
Trout
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Bring Up __/__/__
Action

9537

1-80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97202

September 24, 1979

FILE:

FROM: C.J. Eshelman C.J. Eshelman
Region 1/Metro Geologist

TO: Max Klotz
Technical Services Engineer

SUBJECT: Final Soils and Geology Report
NE 181st off ramp
Columbia R. Hwy. (I-80N)
Multnomah County
Prefix No. 626-1908

Attached is the final Soils and Geology Report on the subject section.

REFERRED TO
Beard ___ Cloudenmeyer ___
Cole ___ Sample ___
J.E.V. ✓ Eriksen F.E. ___ Watson ___
Hager ___ Dorn ___ Lou ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Clarence Eshelman
Region 1/Metro Geologist

by: Ron Jennison
Field Geologist

Attachments
cc: E.L. Hardt
J.H. Versteeg
F.E. Terpin
C.J. Gregg
T. Loeber
E.J. Dunn
File

[illegible]

1 Versteeg ✓
Anderson
2 Christenson Don
Olson
3 Sullivan JWS
Terpin
4 T.col. VA
Wakerlig

RECEIVED
OCT 0 1 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Filing ___
Action ___

FINAL SOILS AND GEOLOGY REPORT
NE 181st Off Ramp
Columbia R. Hwy. (I-80N)
Multnomah County
Prefix No. 626-1908

1. TYPICAL SOILS: The typical soil is a GRAVELLY-SANDY-Silt and represented by Laboratory Report No. 79-1530.

2. GRANULAR MATERIAL: Some cemented gravels will be encountered on the project, but they should not cause a problem. A few cobbles are to be expected, but no boulders were observed.

3. DRAINAGE: The present drainage appears to be adequate, and no problems are anticipated.

4. SLOPE DESIGN: The present slopes in the area are 1 1/2 : 1 and show very little signs of erosion. The planned 2 : 1 cut slopes are adequate, and no problems are anticipated.

5. MATERIAL SOURCES: Approximately 53,000 cu yds of waste material will be stock piled on the job site for future use. No state owned material sources are available for this project. The following is a partial list of qualified commercial sources which could provide the aggregate material.

   Porter Yett S & G
   O.A.P. (158th & Main)
   Rogers Const. Co. (190th & Main)

6. BASE DESIGN: The Soils Lab report was used to complete the base design. The following Base Design is from a telephone conversation with C.J. Gregg.

   12" CTB
   4" AC

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project NE 117th - NE 181st Avenue (off Ramp) Hole No. HA-1
Highway Columbia R. Hwy (I-80N) County Multnomah Bridge No.
Location "L" 553 15' Rt edge of pavement Prefix 626-1908-910
Ground Elevation 3' above pavement Angle Vertical Equipment Used Hand auger - probe
Engineer E. J. Dunn Purpose of Work Base design
Started 2-22-79 Completed 2-22-79 Drillers Jennison, Whitehead
Drive Sampler O.D. I.D. Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES. VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / Foot	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	~~[illegible]~~	DEPTH FEET	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
	Hard				Brown	Coarse	Auger	25	0.6					0		Could only auger and probe to 0.6 foot Very firm Clayey-Sand-Gravel with occasional Cobbles. The material is fairly well cemented.
														1		
														2		
														3		

"M"—Oregon Miniature Pile Tests—No.
"N"—Standard Split-Barrel Sampler Tests—No.
"U"—Undisturbed Samples—No.
"C"—Core Sample

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison Date 2-23-79

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project NE 117th - NE 181st Avenue (off Ramp) Hole No. HA-2
Highway Columbia R. Hwy (I-80N) County Multnomah Bridge No.
Location 100' W of Rockwood Rd and 23' N of Wilkes Rd. Prefix 626-1908-910
Ground Elevation Angle Vertical Equipment Used Hand auger - probe
Engineer E. J. Dunn Purpose of Work Base design
Started 2-22-79 Completed 2-22-79 Drillers Jennison, Whitehead
Drive Sampler O.D. I.D. Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Size

REMARKS

Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	Feet	SAMPLED FT.	RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	METERS DEPTH FEET	GRAPHIC LOG	REMARKS
	Medium Firm				Brown		Auger	15	1						0		0-0.5' CLAYEY-GRAVELS (0-4")
					Mottled yellow-gray												0.5'-2.5' CLAYEY-SILT
								15	1						1		
	Firm							25	0.8						2		
																	Bottom of hole (dry) Rocky
															3		

"M"—Oregon Miniature Pile Tests—No.
"N"—Standard Split-Barrel Sampler Tests—No.
"U"—Undisturbed Samples—No.
"C"—Core Sample

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison Date 2-23-79

OREGON STATE HIGHWAY DIVISI
Materials Section

Laboratory Report

		Laboratory No.	79- 1530
Project	N.E. 117th Ave.-N.E. 181st Ave.	Prefix No.	626-1908-910
Highway	Columbia Riv. Hwy.	County	Multnomah
Contractor	Contract No.	F. A. Project No.	
Submitted by	C. J. Eshelman	Date Reported	4-5-79
		Laboratory Charges	157 ^{00}

1 Sack

REPORT ON SAMPLE OF

Source of material	100' West of Rockwood Rd. & 23' N. of Wilkes Rd.		
Sampled or inspected at	Roadway	Data No.	48974
To be used	Subgrade	Date received	2-26-79
Sampled or inspected by	R. Jennison 2-22-79	Quantity represented	

TEST RESULTS

SOIL CONSTANTS	
L. L. T-89	30
P. I. T-90	NP
Sp. Gr. (Le Chat.)	2.70
Sand Equiv.	
Class. M-145	A-4
Organic %	
Nat. Moist. %	
Los Angeles Abrasion T-96	
Grading % Wear	
Oregon Degradation	
P20 %, Ht. in.	

Expansion Pressure and "R" Value T-190					
Moisture %	21.1	20.0	18.8	17.6	
Exudation Press. psi	24	159	239	302	
Expansion Pres. CT in	0.0	5.5	10.5	16.0	
Displacement	4.0	4.8	4.5	4.4	
Compaction, psi	10	62	86	110	
"R" Value	16	56	62	64	
Density pcf	102.9	103.7	105.7	106.9	
Water loss ml.	0	0	0	0	
Comp. water loss at blows	–	–	–	–	

Mech. Anal. T-88	
Sieve Size	% Passing
4	
3	100.0
2	98.8
1½	98.0
1	94.8
¾	93.7
½	91.8
⅜	90.2
¼	85.0
4	80.2
10	69.3
40	66.0
60	64.3
200	58.2

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
104.7	13.1
111.1	14.8
109.3	17.2
105.6	19.1

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	30.7 %
Coarse sand, 2.0 to 0.42 mm.	4.7 %	3.3 %
Fine sand, 0.42 to 0.074 mm.	11.3 %	7.8 %
Silt, 0.074 to .02 mm.	48.3 %	33.5 %
Silt, 0.02 to 0.005 mm.	17.2 %	11.9 %
Clay, smaller than 0.005 mm.	18.5 %	12.8 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- x☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 Files
- x Gregg
- x Eshelman

Sandy - clayey - Silt

Remarks Sample was prepared for testing after partial air drying.

"R" - Value @ 19.6% Moisture Content
(95% of 111.2 pcf - T99 Max. Dens.) — 58

"R" - Value @ 17.6% Moisture Content
(300 psi Exudation) — 64

John C. Jenkins
Engineer of Materials

SP*66056-734

Form E-60—(Rev. 8-73)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 79- 4381
Data Sheet No. 48974
Prefix 626-1908-910
Laboratory charge 108.00

Resiliometer

Project N.E. 117th Ave. - N.E. 181st Ave.
Highway Columbia Riv. Hwy.
Contractor
No.
Date received 2-26-79
Submitted by C.J. Eshelman
Date reported 4-25-79
Source of Material 100' West of Rockwood Rd. & 23' N. of Wilkes Rd.
Sampled or inspected at Roadway
To be used Subgrade
Sampled or inspected by R. Jennison 2-22-79
Quantity represented

	Resiliometer Values --- Cu. In.					
Percent Moist.	21.6	20.6	19.6	18.4		
Dry Dens. pcf.	104.4	105.5	106.8	107.2		
Vert. Press. psi						
10	0.398	0.463	0.443	0.29[illegible]		
20	0.621	0.801	0.761	0.529		
30	0.909	0.997	1.034	0.701		
40	1.022	1.150	1.199	0.824		
50	1.101	1.356	[illegible]266	0.9[illegible]		
Comp. Press. psi	10	10	[illegible]	62		
Lost Water-blows	80	100	100	-		

NOTE: Supplementary report to laboratory No. 79-1530.

21.6% [illegible] sample was [illegible]
[illegible] plate.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2 ☐ Files
x Gregg
x ~~Es~~helman

SP*86052-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. J[illegible]

9537

2

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

February 22, 1979

HPO.1-OR

Project Assessment
Oregon Project I-84-1(-)001
181st Ave. Interchange
Columbia River Highway
Multnomah County

G. L. Green, Division Administrator

NOTED
E. S. HUNTER

Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your February 8, 1979 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
P. V. RIEDL
Environmental Coordinating
Engineer
G. L. Green

cc:
E. S. Hunter (OSHD)
Env. (OSHD Reg. 1)

RECEIVED
TECHNICAL SERVICES
FEB 26 '79
REFER TO
FOR

7537

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1979

TO: Executive Department
Federal Aid Coordination Unit

NOTED
H.S. COULTER

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: 181st Ave. Interchange Off Ramp
Highway: Columbia River Hwy. I-84
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 16, 1979.

BLG:pf
Attachments

cc: G. L. Green	Region 1 : E. L. Hardt
H. S. Coulter	District 2b : Maury Payne
F. E. Terpin	Aeronautics Division
J. B. Boyd	David Powers, Parks
J. H. Versteeg	Gerald Wimer
Gary Potter	B. L. Gifford
W. J. Hart	R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
FEB 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] **APPLICANT** [45 Department of Transportation	46] **DIVISION** [79 Highway
03	12] **APPLICANT ADDRESS** STREET [45 O'DOT Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] **CONTACT PERSON** [45 D. H. Moehring	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563

01 12] **PROJECT TITLE** [71
181st Ave. Interchange Off Ramp

11	12] **PROJECT LOCATION—CITY** Columbia River Hwy. I-84	**PROJECT LOCATION—COUNTY** Multnomah	**PROJECT LOCATION** SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To improve the off-ramp configuration for eastbound traffic in order to provide a [71

06 12] safer and more operationally effective facility. [71

07 12] Figure I illustrates the proposed improvements which consist of providing a one [71

08 12] lane off-ramp for southbound traffic, converting the existing loop-ramp to [71

09 12] northbound egress only, and installing a signal. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
236,000		20,000			256,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71
Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45
U. S. Department of Transportation
46] **FEDERAL SUB-AGENCY NAME** [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 2-16-79

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 3 · 43] DAY [44 16 · 45] YEAR [46 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-16-79

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

STATE OF OREGON **INTEROFFICE MEMO**

Technical Services 238-8231
DEPT. TELEPHONE

TO: D. H. MOEHRING, Manager
Project Management

DATE: January 22, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: N.E. 117TH-N.E. 181ST
I-80N (181st Ave. Interchange)
Justification for Early
Construction of Eastbound Off-Ramp

Federal approval has been granted for the N.E. 117th Avenue to N.E. 181st Avenue portion of I-80N. The project is to include construction of a six lane facility with a major improvement to the N.E. 181st Avenue Interchange. The project development for the total project would not permit construction to proceed until the summer of 1982.

Multnomah County has requested an interim project to ease the congestion at the N.E. 181st Avenue Interchange. All eastbound I-80N traffic desiring to use N.E. 181st Avenue now utilize a loop-type ramp which causes a right turn maneuver to access N.E. 181st northbound and a left-turn movement to access N.E. 181st Avenue southbound. The left turn movement is creating major congestion. The simple solution to the problem is to add a slip ramp to convert the southbound movement to a right hand turn maneuver.

Various designs have been developed for the proposed interchange improvement. All plans developed to date have one item in common, that being the eastbound slip ramp connection to N.E. 181st Avenue.

No design modificiations are anticipated for this ramping and therefore it is reasonable to isolate this particular ramp for early processing and construction to provide needed safety and decreased congestion at N.E. 181st Avenue. The project does not provide a significant change in existing access or system capacity.

pq

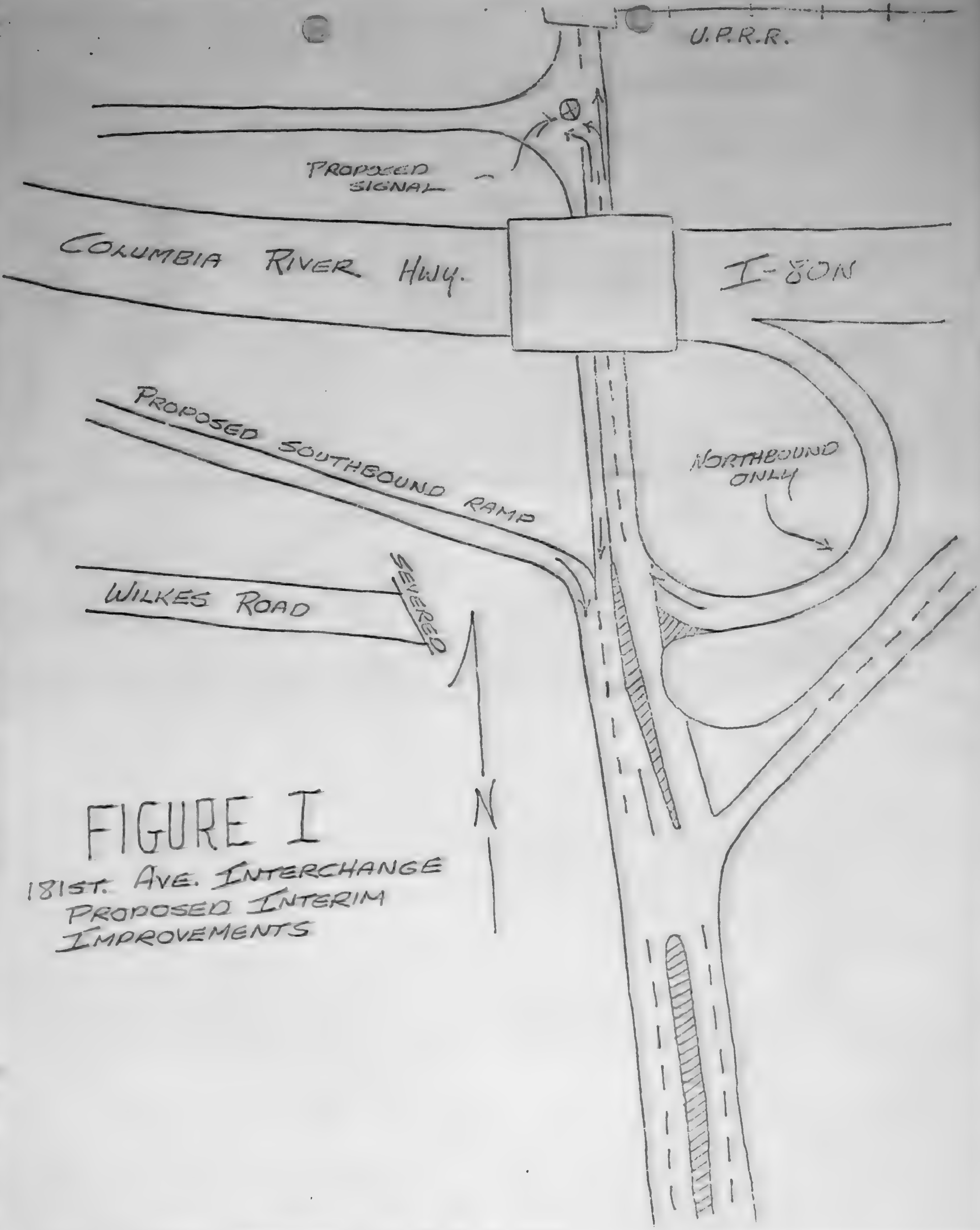

U.P.R.R.
PROPOSED SIGNAL
COLUMBIA RIVER HWY.
I-80N
PROPOSED SOUTHBOUND RAMP
NORTHBOUND ONLY
WILKES ROAD
SEVERED
N

FIGURE I
181ST. AVE. INTERCHANGE
PROPOSED INTERIM
IMPROVEMENTS

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Improved traffic operation would reduce congestion at this interchange with a slight positive impact on air quality. An Indirect Source Permit will be required.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards N/A.

d. Area Land Use and Transportation Plans, and Zoning
The project is a recommended interim improvement in the Multnomah County Transportation Plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project does not provide a significant change in existing access or system capacity. For this reason, no further documentation beyond an assessment is required.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

The amount of acquisition is very small and the subject parcels are vacant.

2. Estimated Impact on Traffic Patterns:

Freeway traffic which is southbound on 181st Ave. would use the new ramp and free right turn lane. Northbound traffic would continue to use the easterly loop ramp. Wilkes Road would be severed at its connection with 181st Avenue.

Consequences--Air Quality, Noise, Safety, etc.:

Reduced vehicle conflict, particularly by the elimination of the left turn movement from the loop ramp onto 82nd Avenue. Improved traffic safety and increased interchange capacity. Wilkes Rd. would no longer be accessed from 181st. This movement is slight and its loss is not expected to be a significant impact.

3. Estimated Impact on Land Use:

No significant impact is expected because the project is limited to improving the operation of an existing interchange movement.

Consequences:

4. Expected Impact on Natural Ecological Resources:

No significant impact is expected as a result of this project.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource report may be required.

Consequences:

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project lies on the edge of a low escarpment which generally demarks the low bottom lands of the Columbia River flood-plain from the uplands. The area north of I-80N is predominantly in cultivated fields with some nursery stock. The southwest quadrant of the interchange area is vacant, overgrown pasture.

2. Cultural:

Land use, as indicated above, is agricultural to the north and industrial and vacant to the southeast and southwest respectively. All of the agricultural land has been designated for industrial development in the proposed Multnomah County Comprehensive Plan. A U.P.R.R. line parallels I-80N immediately to the north.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.21 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Approximately 32,000 cu. yds of excess material will be disposed of in a manner to be determined.

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: No involvement.

Local City, County or COG priorities of project: Improving the safety and operation at this interchange is a high priority with Multnomah County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Other alternatives considered:

A) Widen existing loop ramp to provide 2 left-turn lanes and a right-turn lane. And, signalize 181st at this ramp.

B) No interim improvement.

Other Descriptive Information or Comments:

(Attach project sketch map.)

C. Origin & History of Project: (cont'd)

alternatives being advanced in the larger project. This interim project would also be compatible with the required "No-build" alternative if it should be selected.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

I-84-1(-)02

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 8, 1979

Section 181st Ave. Interchange
Unit (if appl)

County Multnomah
City

Highway Columbia River Hwy, (I-80N)
State Hwy. No. 2

Termini: M.P.(if appl) MP 12.8 to MP 13.0
Length 0.2 mile

Region I / METRO
Construction Estimate $256,000 (FAI)
Program Amount

B. Purpose of Project: To improve the off-ramp configuration for eastbound traffic in order to provide a safer and more operationally effective facility.

C. Origin & History of Project: The interchange was originally designed in anticipation of urban growth occurring to the north of I-80N, and the majority of egressing traffic having that destination. As is evident today, the growth occurred to the south instead and the interchange consequently operates in an awkward and unsafe manner particularly for the eastbound to southbound movement. The interchange presently serves traffic to and from the west only. A project which would result in a full four-way interchange is presently being advanced (117th-181st Avenues, I-80N), but construction is not scheduled until late 1982. This project would serve as an interim safety and capacity improvement. The new ramp and signal would be designed to be compatible components of the proposed →

D. General Description of Project: Figure I illustrates the proposed improvements which consist of providing a one lane off-ramp for southbound traffic, converting the existing loop-ramp to northbound egress only, and installing a signal.

Alignment: New X Existing ______ Combined ______

Typical Section: (Ramps only)
Existing: No. Lanes 1; Med. No; Shldrs. Yes; Parking No
Proposed: No. Lanes 1; Med. No; Shldrs. Yes; Parking No

Traffic: Existing Facility: (Loop Ramp)
Existing 750 p.m. peak; Projected 1250 pm peak; Yr. 1990
Existing Level of Service D (Intersection with 181st)

Proposed Facility: Projected Loop Ramp - 300 pm peak S.B. Ramp-950 pm peak; Yr. 1990
Projected Level of Service C - 1980

C. Origin & History of Project: (cont'd)

alternatives being advanced in the larger project. This interim project would also be compatible with the required "No-build" alternative if it should be selected.

1982 SW Main Ave.-SW Alice Lane 953[illegible]
Sec. of SW Allen Blvd. in Beaverton. (Gr., Pav., Sign., Sig.) *2 [illegible]

C+A 5373 9/30/80, 8/18/81, 4-1-83

9337 jc cc: OSHD (L. W. Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 6/2/87	REPORT MADE BY 6-2-87 Larry Heil, Assistant Area Engineer		PROJECT NO. IX-9088(5)
COMPLETION DATE (Actual) 8/3/83	ACCEPTANCE DATE BY CONRTACT AGENCY 5/23/86	TIME ELAPSED 159 %	CONTRACT TIME 75 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. MAIN AVE. - S. W. ALICE LANE (BEAVERTON)
S. W. ALLEN BOULEVARD
Grading, Paving, Signing & Signals

This project provided for widening S. W. Allen Blvd. from a 2-lane section to 4 - 11' lane curbed section with a continuous left turn median from Main to Lombard. Illumination, signals, sidewalks, and signing are involved.

The contract was awarded to Cascade Construction Company on 9/7/82. Work started 1/31/83 and was completed 8/3/83. A 44 day time extension was granted for additional work which negated the necessity for liquidated damages. The final project cost of $1,084,138 overran the original authorization by 15%. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
JUN 9'87
REFER TO
[illegible]
ENG

CJ
6/16

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 6-2-87	TITLE District Engineer	DATE 6/8/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9538

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
4-66

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-10-87

State
Oregon

County
Washington

Project Number
IX-9088(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,070,000	$ 1,084,606
Federal funds	$ 909,500 580	$ 921,662 580
Other revisions		

This modification is made for the following reasons: To reflect increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of APR, 1987

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon April 6, 1987

Federal-Aid Project No. IX-9088(5)

S.W. Main Ave.-S.W. Alice Lane (Beaverton) Section
S.W. Allen Blvd.
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 57+00 to Sta. 89+54.02)

Subtotal on previous estimate of June 14, 1984			$ 723,740.87
Previous Estimate			
General Excavation	7,700 Cu. Yd.	5.60	$ 43,120.00
			$ 43,120.00
Revised Estimate			
General Excavation	9,564 Cu. Yd.	5.60	$ 53,558.40
SFO #7 Remove & Replace Illumination		All Required	4,167.17
			$ 57,725.57
		Increase	14,605.57
		Subtotal	$ 738,346.44
		Engineering	101,259.56
		Total	$ 839,606.00

Type Code Y033
Traffic Signals

Total same as previous estimate of June 14, 1984	$ 245,000.00
Length of Project	0.61 mi.
Cost of Roadway Per Mile	$ 1,376,403.28

SUMMARY OF FUNDS (85%)

Description	Appn	Sub. Job	Total Cost	Federal Funds	State Funds	City Funds
Roadway	580	011	$ 839,606	$ 713,412 665	$ 75,564	$ 50,630
Signals	580	011	245,000	208,250	22,050	14,700
Total			$1,084,606	$ 921,662	$ 97,614	$ 65,330

Sub. Job 010 = 0%; Sub. Job 011 = 99%; Sub. Job 081 = 1%
Contract No. 9538
Prefix: C334-1912 P.E.
C09538

CPL:bkb

4538

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-320	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
PROJECT REPORT NUMBER		Project Number IX-9088(5)
MODIFICATION NUMBER 1	-19-	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 945,079	$ 1,070,000
Federal funds	$ 803,316	$ 909,500
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holm

~~For~~ Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 14, 1984

FEDERAL AID PROJECT NO. IX-9088(5)

S.W. MAIN AVE.-S.W. ALICE LN. (BEAVERTON) SECTION
S.W. ALLEN BLVD. IN WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 57+00 to Sta. 89+54.02)

Subtotal of previous estimate of September 13, 1983	$ 572,363.90

Previous Estimate

Flagman	500	Hour	20.00	$ 10,000.00
Treated Base Mixture	12,860	Ton	9.80	126,028.00
Asphalt Cement in Mixture	285	Ton	164.00	46,740.00
Concrete Driveways (Commercial)	625	Sq. Yd.	14.00	8,750.00
				$ 191,518.00

Revised Estimate

Flagman	1,125	Hour	20.00	22,500.00
Treated Base Mixture	14,535	Ton	9.80	142,443.00
Asphalt Cement in Mixture	398	Ton	164.00	65,272.00
Concrete Driveways (Commercial)	1,410	Sq. Yd.	14.00	19,740.00
"C" Mix (P.A. #2)	3,010	Ton	15.95	48,009.50
Water Facilities (S.F.O. #4)	All Required	---	---	44,930.47
				$ 342,894.97

Increase	$ 151,376.97
Subtotal	723,740.87
Engineering	101,259.13
Total	$ 825,000.00

TYPE CODE Y033
TRAFFIC SIGNAL

Subtotal of previous estimate of September 13, 1982	$ 157,704.60

Additional Items

City Furnished Signal Mat'ls (S.F.O. #5)	All Required	$ 60,000.00

Subtotal	$ 217,704.60
Engineering	27,295.40
Total	$ 245,000.00

Length of Project	0.61 mi.
Cost of Roadway Per Mile	$1,352,459.01

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$ 825,000	$ 701,250	$ 74,250	$ 49,500
Traffic Signals	245,000	208,250	22,050	14,700
Total	$1,070,000	$ 909,500	$ 96,300	$ 64,200

Group 1: 99%: Group 8: 1%
Contract No. 9538
Prefix: 334-1912
Prefix: 334-1076

RHZ:me

4538

STATE COPY

OMB No. 04-R2099

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-97	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** September 14, 1982	State Oregon County Washington Project No. IX-9098(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Main Ave.-S.W. Alice Ln. (Beaverton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-82	0.61

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 945,079.00	$ 803,316.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Assistant State Highway Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-Files

Oregon State Highway Division
Salem, Oregon September 13, 1982

Federal-Aid Project
No. IX-9088(5)

S.W. Main Ave.-S.W. Alice Ln. (Beaverton) Sec.
S.W. Allen Blvd. in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 57+00 to Sta. 89+54.02)

Mobilization	(80 %)	All Required	$ 19,990.40
Temporary Protection and Direction of Traffic		All Required	4,760.00
Temporary Signs	412 Sq. Ft.	9.00	3,708.00
Temporary Barricades	20 Each	100.00	2,000.00
Flagmen	500 Hour	20.00	10,000.00
Clearing and Grubbing		All Required	4,109.00
General Excavation	7,700 Cu. Yd.	5.60	43,120.00
Trench Excavation	340 Cu. Yd.	20.90	7,106.00
Finishing Roadbed and Slopes		All Required	8,860.00
Furnishing and Placing Topsoil	175 Cu. Yd.	15.00	2,625.00
Treated Base Mixture	12,860 Ton	9.80	126,028.00
Cement in Treated Base Mixture	710 Ton	70.00	49,700.00
Class "B" Asphalt Concrete Mixture	5,100 Ton	15.95	81,345.00
Asphalt Cement in Mixture	285 Ton	164.00	46,740.00
Concrete in Walk-Wall Combination	16 Cu. Yd.	327.00	5,232.00
Reinforcement in Walk-Wall Combination	1,525 Lb.	0.36	549.00
Pipe Handrail	240 Lin. Ft.	18.20	4,368.00
8-inch Sewer Pipe	78 Lin. Ft.	27.00	2,106.00
10-inch Sewer Pipe	266 Lin. Ft.	13.00	3,458.00
12-inch Sewer Pipe	884 Lin. Ft.	15.50	13,702.00
Extra for Pipe Under Pavement	235 Lin. Ft.	8.00	1,880.00
Concrete Manholes	1 Each	1,765.00	1,765.00
Concrete Inlets, Type "CG-1"	31 Each	333.00	10,323.00
Concrete Walks	3,830 Sq. Yd.	9.20	35,236.00

Concrete Driveways, Residential	690 Sq. Yd.	11.40	7,866.00
Concrete Driveways, Commercial	625 Sq. Yd.	14.00	8,750.00
Concrete Curbs	8,250 Lin. Ft.	3.06	25,245.00
Extra for Asphalt Approaches	6 Each	250.00	1,500.00
Adjusting Manholes	32 Each	179.50	5,744.00
Adjusting Inlets	1 Each	544.00	544.00
Adjusting Boxes	26 Each	75.00	1,950.00
Capping Inlets	15 Each	90.00	1,350.00
Removal of Existing Sign Installation		All Required	1,515.00
Wood Sign Posts		All Required	2,323.00
Signal Pole Mounts		All Required	860.00
Type "C" and "D" Signs in Place	48 Sq. Ft.	9.00	432.00
Type "T" Signs in Place	39 Sq. Ft.	11.00	429.00
Type "U" Signs in Place	42 Sq. Ft.	21.00	882.00
Move and Reinstall Existing Signs		All Required	2,020.00
Furnishing and Planting Trees	41 Each	66.00	2,706.00
Sod Lawn	5,650 Sq. Ft.	0.31	1,751.50
Tree Header Boards	41 Each	46.00	1,886.00
			$ 556,463.90

Participated Items

Permanent Pavement Striping	All Required	$ 9,300.00
Temporary Pavement Striping	All Required	5,600.00
REestablishing Survey Monuments	All Required	1,000.00
		$ 15,900.00
	SUBTOTAL	$ 572,363.90
	Engineering	77,269.10
	TOTAL	$ 649,633.00

Type Code Y033
Traffic Signals

Mobilization	(20 %)	All Required	$ 4,997.60
Traffic Signal Installation, Complete		All Required	133,909.00
Fire Pre-emption System, Complete		All Required	7,973.00
			$ 146,879.60

Participated Items

State Furnished Software	All Required	2,000.00
Signal Controller Testing	All Required	6,850.00
"OPTICOM" Testing	All Required	1,975.00
		$ 10,825.00
	SUBTOTAL	$ 157,704.60
	Engineering	21,290.40
	TOTAL	$ 178,995.00

Length of Project ------------- 0.61 miles

Cost of Roadway Per Mile-------$1,064,972.13

Work Retained in Program

Asphalt Cement Adjustment	All Required	$ 7,600.00
Illumination (By Others)	All Required	20,000.00
City of Beaverton (Water)	All Required	15,000.00
City Furnished Poles (12 @ $5,000.00)	All Required	60,000.00
	SUBTOTAL	$ 102,600.00
	Engineering	13,851.00
	TOTAL	$ 116,451.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$649,633.00	$552,188.00	$58,467.00	$38,978.00
Traffic Signals	178,995.00	152,145.00	16,110.00	10,740.00
SUBTOTAL	$828,628.00	$704,333.00	$74,577.00	$49,718.00
Reserve	116,451.00	98,983.00	10,481.00	6,987.00
TOTAL	$945,079.00	$803,316.00	$85,058.00	$56,705.00

Group 1 99%; Group 8 1%
Contract No. 9538
Prefix: 334-1912 (PE)
Prefix: 334-1076 (Const.)

9538

October 6, 1986

CON 5 - 9538

The Travelers Indemnity Company
Surety Department
111 SW Fifth #1600
Portland, OR 97204

On June 2, 1986, we wrote to you concerning release of final payment on Contract No. 9538 awarded to Cascade Construction Company, Inc. for work on the S.W. Main Ave.-S.W. Alice Lane (Beaverton) Section of S.W. Allen Blvd. in Washington County.

The total contract amount is $818,752.92 including $31,771.59 for work performed under force account.

George Bell
Assistant Director

slp
cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Don Reger and Company
520 SW Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9538

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W.Main-S.W.Alice Ln

WEEK ENDING: December 14, 1985

SECTION PREFIX: C09538

HIGHWAY: S.W.Allen Blvd.

COUNTY: Washington

NAME OF JOB: S.W. Main-S.W.Alice Lane

KIND OF WORK: Grading, Paving, Signing and Signals

CONTRACTOR: Cascade Constriction Co.

CONTRACT NUMBER: 9538

FEDERAL AID PROJECT NUMBER: IX-9088005

DATE OF CONTRACT: September 7, 1982

DATE WORK STARTED: May 3, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 75

WORK DAYS USED:

CALENDAR DAYS USED: 119

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 162

PROJECT AUTHORIZATION: $ 1,074,238

EXCLUSIVE OF ENGINEERING: $ 949,238

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 965,434

ESTIMATED PERCENT: OVERRUN UNDERRUN 2.6 %

ENGINEERING AUTHORIZATION: $ 125,000

This Week -0-

ENGINEERING COST TO DATE: $ 134,409

PERCENT OF AUTHORIZATION: 107.5 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: August 3, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.62	0.62			0.62
MILES PARTIALLY COMPLETED	0.62	0.62			0.62
MILES COMPLETED	0.62	0.62			0.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,860cy	3010tn			5,100sy
TOTAL QUANTITIES CORRECTED TO DATE	14,535cy	3010tn			3,594sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,535cy	3010tn			3,594sy
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Compl	Compl			Compl
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		119		
MONDAY		119		
TUESDAY		119		
WEDNESDAY		119		
THURSDAY		119		
FRIDAY		119		
SATURDAY		119		

CONTR. NO: 9538 DATE: December 14, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity.
MONDAY	No Activity.
TUESDAY	No Activity.
WEDNESDAY	No Activity.
THURSDAY	No Activity.
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

STATUS: Estimate submitted to Region Dec. 13, 1985.

VISITORS: None

NEXT WEEK: This will be the last report submitted.

SIGNED Archie G. Sam LOCATION SYLVAN

Walter Bartel

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9533

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 12, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Review of Management and Monitoring of Projects
Memo of February 16, 1983
HAM-OR/380.2
20 Projects

The following information is provided in regards to the subject matter to supplement information previously submitted on a project-by-project basis as follows:

M-9088(1) S.W. MURRAY BLVD.-S.W. ALICE LANE (BEAVERTON) SECTION:

The limitation does not apply on this project since right-of-way acquisition was authorized on September 16, 1981 and June 1, 1982. Construction on the first unit from Main to Alice Lane was authorized on August 4, 1982, and the second unit from Murray to Main was authorized on June 22, 1983. See M-9088(4), M-9088(5), and M-9088(6).

M-9822(3) S.E. STARK ST.-S.E. MAIN AVE. SECTION:

On this project a finding of no significant impact (FONSI) was approved by FHWA on September 23, 1981 upon which Phase II preliminary engineering was authorized. The acquisition of right-of-way was authorized on December 6, 1982, therefore, the five year limitation does not apply on this project and no further action is required. See Project No. M-9822(9)(Contract No. 9830) for the construction phase.

M-5262(1) FRONT ST.-PACIFIC HIGHWAY EAST (WOODBURN) SECTION:

Right-of-way was authorized on this section on December 15, 1978. Therefore, the five year limitation on preliminary engineering has been satisfied and no further action is required.

9558

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10119

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-17-84

8. FEDERAL ROUTE NUMBER FAU 9088

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
S.W. Murry Blvd. - S.W. Alice Lane

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required you are authorized to proceed with the acquisition of File No. 53867 as shown on R/W Map 9B-18-22 at a TEC of $6,500 - Federal Funds $5,525.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ......
FA UNIT ...... PROGRAM UNIT ......
AUG 30 1984
REFER TO.......
R/D ..... ACT ..... REPLY .....
DISC ..... INFO ..... FILE .....

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

14. DATE 8/28/84

15. SIGNATURE OF APPROVING OFFICIAL John D Weckman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9538

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-10-84
4. PROGRAM NO.
5. ITEM NO. 10119
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-20-82
8. FEDERAL ROUTE NUMBER FAU 9088
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION:

S.W. Main Ave. - S.W. Alice Lane (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Revised date of force order work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Fredrickson's letter of 7-27-84 and based on documentation of the Project Manager I approve the revised date of authorization to proceed to 9-20-82 for Force Account Order #7.

RECEIVED
STATE HWY ENGR
AUG 13 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/10/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9538

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 9, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. IX-9088(3)
S.W. Murray Blvd.-S.W. Alice Lane
S.W. Allen Blvd. (Beaverton),
Washington County

I request authorization to proceed with the actual acquisition of an additional file no. 53867 on the subject project as outlined in red on the enclosed sketch map at an estimated cost of $6,500.00.

No relocation assistance is involved, and authorization to proceed as requested will not require additional obligation of funds at this time.

RHZ:pf
Attachments

cc: J. B. Boyd
D. Aman
Karen Bunk, Metro Region
General Files

Form 734-3122

9538

Beaverton

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 9, 1984

J. H. Versteeg
Road Design Engineer

File 53867
S.W. Murray Blvd.-
 S.W. Alice Lane (Beaverton) Section
S.W. Allen Blvd. (City Street)
Washington County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

9538

nig cc: OSHD (Coul r)

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

2-7-84

4. PROGRAM NO.

5. ITEM NO. 10119

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-12-83

8. FEDERAL ROUTE NUMBER FAU 9088

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SW. MAIN - SW. ALICE LANE

11. GENERAL DESCRIPTION OF WORK

Remove existing illumination - furnish and install 14 new 200W pressure sodium street lights.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of December 12, 1983 as requested in Mr. Keasey's January 26, 1984 letter as being cost-effective for the use of PGE forces to proceed with the above work. State Force Order No. 7, representing work to be done by Portland General Electric, is approved for a TEC of $4,167.17; Federal Funds $3,542.00.

RECEIVED
STATE HWY ENGR
FEB 10 '84
REFER TO Potter
FOR
Info | Inves | R/D | D R | Sign | Act | Fil

Orig to
2/10

14. DATE 2-7-84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9535

February 7, 1984

Cascade Construction Co., Inc.
P.O. Box 4267
Portland, OR 97208

CON

Time Extension Request
S.W. Main Ave.-S.W. Alice Lane
Contract No. IX-9088(5)
FAP No. IX-9088(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 44 calendar days is granted due to performance of altered and additional work. The adjusted contract time of completion of this project is 119 calendar days.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer

OBJ:cb sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Jim Cochell w/att.
FHWA w/att.
Bob Church

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. FREDRICKSON
Construction Engineer

DATE: January 20, 1984

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: SW Main-SW Alice
Allen Avenue
Contract No. 9538

Enclosed is a request for additional time for completion of work on the subject project without assessment of liquidated damages. The time on the contract was set up so that from the time the contractor first started work until he completed work on the project he had 75 days. Also, all work was to be completed by June 30, 1983.

The enclosed letter from Jim Cochell provides the pertinent dates as to when the contractor started and when the changes in the project were made which are the basis for the request for additional time.

This office concurs in Jim's recommendation that 44 calendar days be allowed for completion of work on the contract without assessment of liquidated damges.

1-30-84

ACH/b

Enclosure

cc: Jim Cochell

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 44 C.D. time extension due to the performance of altered and additional work.

O. B. Jalmand

RECEIVED
JAN 23 1984
CONSTRUCTION SECTION

CE
CAE
FOE
OCS
SCS
ESO
OM
LS
TC
FE
CP

81-125-1387

7531

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(5)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Washington

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10119

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/16/84

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
SW Main - SW Alice Lane Section

11. GENERAL DESCRIPTION OF WORK:
Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 1/6/84 I approve the revised utility costs for the City of Beaverton's relocation of water facilities as approved 8/31/82 to a revised TEC of $44,930.47 Federal Funds $38,190.64.

(Increase TEC $24,613.47 Federal Funds $21,074.64)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JAN 20 '84
REFER TO Potter
FOR
Info | R/D | Act

Orig. to
1/20

14. DATE: 1/16/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9538

January 6, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED B
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation
City of Beaverton
S.W. Main Ave.-S.W. Alice Lane Section
S.W. Allen Boulevard
Washington County
Project No. IX-9088(5)

NOTED
E. S. HUNTER

Reference is made to D. E. Swan's letter of August 30, 1982 which submitted an estimate of cost for the relocation of the City of Beaverton's water facilities and to your Letter of Approval and/or Authorization, dated August 31, 1982 which approved participation in the estimated cost of $20,317. Copies of my letter and your PR-1240 are attached.

The relocation of the City's water facilities has been completed and a final billing of cost, in the amount of $44,930.47, received. The final cost of $44,930.47 exceeds the estimated cost of $20,316.86 by $24,613.61 or 121.15%. The City of Beaverton, in a letter dated August 11, 1983, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The City of Beaverton has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $44,930.47 is requested.

RECEIVED
TECHNICAL SERVICES
[illegible] '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Att	File

JMC/GAP/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Ted Inloes
Rich Evans

9538

DATE: January 6, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SW Main Ave.-SW Alice Lane (Beaverton) Section
SW Allen Blvd. (FAU 9088) Highway, Washington County
Contract No. 9538

This Interstate Transfer project is now complete and it is apparent that the final cost will exceed the project authorization by $111,000 or 11.5 percent.

After the contract was awarded, the City of Beaverton requested that the intersection of SW 126th Avenue with Allen Boulevard be reconstructed so that the street southerly from the intersection line up with the street northerly from the intersection. This revision resulted in a smoother operating intersection and attendant increased safety and convenience for the traveling public. At the same time it was necessary to carry the grading, base and paving work over an increased area of Hall Boulevard, southerly from Allen Boulevard, in order to make the grades match properly. The increased quantities of bid items to accomplish the additional work in these two areas added nearly $68,000 to the cost of the project.

Relocation and adjustment of water distribution facilities was performed by the City of Beaverton forces under a force work order charged to the project. The cost of this work exceeded the amount provided in the project authorization by more than $29,000 due to the many unforeseen problems encountered when working with underground utilities.

The contract was not completed within the specified time limit, requiring an additional 44 calendar days. The additional days of work resulted in an extra amount of flagging time to protect the traveling public and the workmen. This work added approximately $12,500 to the cost of the project.

Additional construction engineering and inspection work was necessary in order to properly cope with the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $111,000 to a new total of $1,074,238.75. This matter will be on the consent calendar for the January 18 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

9538

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

RECEIVED STATE HWY ENGR						
JAN 5 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/W	Sign	Act	File

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 3, 1984

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
H.C. COULTER

SUBJECT: Request for Increase in Project Authorization
SW Main Ave.-SW Alice Lane (Beaverton) Section
SW Allen Blvd. (FAU 9088) Highway, Washington County
Contract No. 9538

This Interstate Transfer project is now complete and it is apparent that the final cost will exceed the project authorization by $111,000.00 or 11.5 percent.

After the contract was awarded, the City of Beaverton requested that the inter-section of SW 126th Avenue with Allen Blvd. be reconstructed so that the street southerly from the intersection line up with the street northerly from the intersection. This revision resulted in a smoother operating intersection and attendant increased safety and convenience for the traveling public. At the same time it was necessary to carry the grading, base and paving work over an increased area of Hall Blvd., southerly from Allen Blvd., in order to make the grades match properly. The increased quantities of bid items to accomplish the additional work in these two areas added nearly $68,000 to the cost of the project.

Relocation and adjustment of water distribution facilities was performed by the City of Beaverton forces under a force work order charged to the project. The cost of this work exceeded the amount provided in the project authorization by more than $29,000 due to the many unforeseen problems encountered when working with underground utilities.

The contract was not completed within the specified time limit, requiring an additional 44 calendar days. The additional days of work resulted in an extra amount of flagging time to protect the traveling public and the workmen. This work added approximately $12,500 to the cost of the project.

Additional construction engineering and inspection work was necessary in order to properly cope with the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $111,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
J. W. Cochell
R. D. Church
D. E. Swan

81-125-1387

9538

December 19, 1983

Concrete Cutting Company, Inc.
PO Box 1848
Vancouver, WA 98668

CON 5
#9538

Attention: Barry Woods
President

Gentlemen:

Thank you for your letter of December 12, 1983, informing us that you have been paid in full and that you wish to release your claim.

This was in reference to the Cascade Construction Company, Inc., Contract No. 9538 for work on S.W. Main Avenue-S.W. Alice Lane (Beaverton) Section of S.W. Allen Boulevard in Washington County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:kjm

cc: Cascade Construction Company, Inc.
PO Box 4267
Portland, OR 97208

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Don Rager & Company
200 Market Bldg.
Portland, OR 97201

noted on card
12-19-83
kjm

CONCRETE CORING COMPANY

Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98663
Phone: 206/696-2521 — 503/285-9201

Anchorage Portland
Boise Seattle
Eugene Spokane
Vancouver

December 12, 1983

Clerk or Auditor
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Contract No. 9538 – S.W. Main Avenue, S.W. Alice Lane (Beaverton) Section, S.W. Allen Boulevard, Washington County

TO: THE STATE OF OREGON

This letter hereby notifies you than we wish to release our claim on the bond of the General Contractor on Contract Number 9538 on the above captioned locations.

We have been paid in full on this matter and wish to thank all parties involved in getting this matter resolved.

Sincerely,

Barry Woods
President

CONCRETE CORING COMPANY

BLW:bjw

cc: Cascade Construction Co., Inc.
P. O. Box 4267'
Portland, OR 97208

The Travelers Indemnity Co
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Don Reger & Co., Inc.
200 S.W. Market Street, Suite 210
Portland, OR 97201

RECEIVED
DEC 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10119

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/2/83	FAU 9088	City Street

10. GENERAL LOCATION:
SW Main Avenue - SW Alice Lane (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Ageement if additional funds are required as requested by Mr. Swan's letter of 11/23/83 you are authorized to proceed with the actual acquisition of File No. 53805 and 53806 as shown on R/W map 9B-18-22 at a TEC of $8,000 Federal Funds $6,800.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
DEC 6 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/2/83	John D Wickman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7538

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 23, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
[illegible]

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. IX-9088(3)
S.W. Main Ave.-S.W. Alice Lane (Beaverton) Sec.
S.W. Allen Blvd.
Washington County
(Files 53805 & 53806)

I request authorization to proceed with the actual acquisition of the above listed properties on the subject project at an estimated total cost of $8,000. The areas to be acquired are as outlined in red on the enclosed sketch map.

No relocation is involved and authorization to proceed as requested will not require an additional obligation in Federal funds at this time.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
R. Brooks
General Files

Form 734-3122

9538 CL 83-256 5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9538

Concrete Coring Company
P. O. Box 1848
Vancouver, WA 98663

Attention: Barry Woods, President

Gentlemen:

This will acknowledge your letter dated October 7, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Concrete Coring Company
AMOUNT:	$3,529.70
FOR:	Saw cutting, blowout, sealing loops and epoxy
AGAINST (Prime contractor):	Cascade Construction Company, Inc.
CONTRACT NO.:	9538
PROJECT:	S.W. Main Avenue-S.W. Alice Lane (Beaverton) Section, S.W. Allen Boulevard, Washington County
SURETY:	The Travelers Indemnity Company
AGENT:	Don Rager & Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Nov 25, 1983

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Don Rager & Company, Inc.
200 S.W. Market Street, Suite 210
Portland, OR 97201

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CONCRETE CORING COMPANY

Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98663
Phone: 206/696-2521 — 503/285-8201

Anchorage Portland
Boise Seattle
Eugene Spokane
Vancouver

October 7, 1983

CERTIFIED MAIL

CERTIFIED
P21 [illegible]
MAIL

Clerk or Auditor
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: OSHD Contract 9538

TO: The State of Oregon

Notice is hereby given that the undersigned, Concrete Coring Company, has a claim for saw cutting, blowout, sealing loops and epoxy in the amount of $3,529.70. We wish to make claim against the retainage on contract number 9538 issued to Cascade Construction Company for the work we did at S.W. Main Street, S.W. Alice Lane and S.W. Allen in Beaverton, Oregon.

BWood

Barry Woods
President

CONCRETE CORING COMPANY

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BW:bjw

cc: Cascade Construction Company
P. O. Box 4267
Portland, OR 97208

W. R. Grasle Company
P. O. Box 4123
Portland, OR 97208

CONCRETE CORING COMPANY
Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98663
Phone: 206/696-2521 — 503/285-9201

Anchorage Portland
Boise Seattle
Eugene Spokane
Vancouver

October 7, 1983

CERTIFIED MAIL

Clerk or Auditor
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: OSHD Contract 9538

TO: The State of Oregon

Notice is hereby given that the undersigned, Concrete Coring Company, has a claim for saw cutting, blowout, sealing loops and epoxy in the amount of $3,529.70. We wish to make Claim against the contract number 9538, issued to Cascade Construction Company for the work we did at S.W. Main Street, S.W. Alice Lane and S.W. Allen in Beaverton, Oregon.

Barry Woods
President
CONCRETE CORING COMPANY

BW:bjw

cc: Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

W. R. Grasle Company
P. O. Box 4123
Portland, Oregon 97208

RECEIVED
OCT 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9538

ROAD DESIGN SECTION 378-6553

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

November 16, 1983

J. E. Versteeg
Road Design Engineer

Files 53805, 53806 & 53807
S.W. Murray Blvd.-
S.W. Alice Lane (Beaverton) Section
S.W. Allen Blvd.
Washington County

Attached are descriptions (3 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9538

ROW

STATE OF OREGON

INTEROFFICE MEMO

TO: Hal Versteeg
Road Design Engineer

DATE: November 4, 1983

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: S.W. Murray - S.W. Main
S.W. Allen Blvd.
Washington County
IX-9088(3)
IX-9088(4)

Attached is a request from the City of Beaverton to set up three new files for this project. Two of the files are for sidewalks and will be part of the project cost.

The 3rd file, for a pipeline easement, will be nonparticipating.

Would you please prepare the necessary descriptions.

RH:jr
attach.

1 Versteeg ✓
Anderson
Adams
Marrah
Stoudenmeyer
Turpin
Trout
2 Wakefield

RECEIVED
NOV 07 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

STATE OF OREGON

INTEROFFICE MEMO

TO: Rod Henry
Assistant R/W Manager

DATE: October 27, 1983

FROM: Erik Ingebretson
Metro Liaison Agent

Erik

SUBJECT: SW Murray-SW Main
SW Allen Blvd.
Washington Co.
IX-9088(3)
IX-9088(4)

We have been asked by the City of Beaverton to set up files and acquire two additional parcels of land on SW Hall Blvd. Enclosed is the City's request, copies of deeds and an estimate of the cost to acquire.

The City of Beaverton also wants us to set up a file and acquire a power line easement from a Chevron Station (our previous File No. 52651). An estimate is included on the enclosure. We understand that this easement will be non-participating.

Thanks.

EI:jb

cc Steve Green

RIGHT OF WAY ADMINISTRATION
RECEIVED
NOV - 2 1983

☐ M	☐ AM	☐ ADM	☐ RBR	☐ CA	☐ LS
☐ PMS	☐ AS	☐ CE	☐ OS	☐ TA	☐ RUE
☐ 0	☐ 1	☐ 2	☐ 3	☐ 4	☐ F

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: Steve Green
Metro R/W Supervisor

DATE: October 27, 1983

FROM: Erik Ingebretson
Metro Liaison Agent

SUBJECT: SW Murray-SW Main
SW Main - SW Alice
Washington County
IX-9088(3)
IX-9088(4)

You asked for programming estimates on two new properties to be acquired along SW Hall Blvd. as part of this project:

Property	Est. R/W Area	Land $	Impvmt. $	Total
1S1 16 DD TL 6001 (Beeler)	148 sq. ft.	$ 750	$500	$1,250
1S1 15 CC TL 5200 (Webb)	350 sq. ft.	1,800	450	2,250

SUB TOTAL $3,500

+ Personnel Costs ($2,250 x 2) . . . . +4,500

GRAND TOTAL $8,000

Attached is the packet of information which Don Faris of Washington County sent us on these properties and the most recent vesting deeds.

* * *

We have also been asked to acquire a non-participating easement from the Chevron service station on the SECI of Murray and Allen Blvd. (our previous File No. 52651):

1400 sq. ft.± Power Line Easement. . . .	$1,500
Personnel Costs.	2,500
Total.	$4,000

EI:jb

cc Rod Henry
Don Aman

81-125-1387

BEAVERTON

October 19, 1983

Steve Green
Metro Right-of-Way Supervisor
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Re: Allen Boulevard (Main to Murray)

Dear Steve:

Enclosed are two additional properties which are required to complete sidewalks along S.W. Hall Boulevard. Please acquire these along with the other files for the Allen Boulevard Project.

If you have further questions regarding this matter, please call 644-2191, extension 273.

Very truly yours,

Donald R. Faris

Donald R. Faris
Traffic Manager

1019-DF-L:rn:29

cc: Bruce Boyd

Enclosures

OCT 2[illegible] 1983
Metro R/W Dept.

City of Beaverton • 4950 S.W. Hall Boulevard • Beaverton, Oregon 97005 • (503) 644-2191

ARE AS FOLLOWS:

M.J & E. BEELER (WEST SIDE HALL

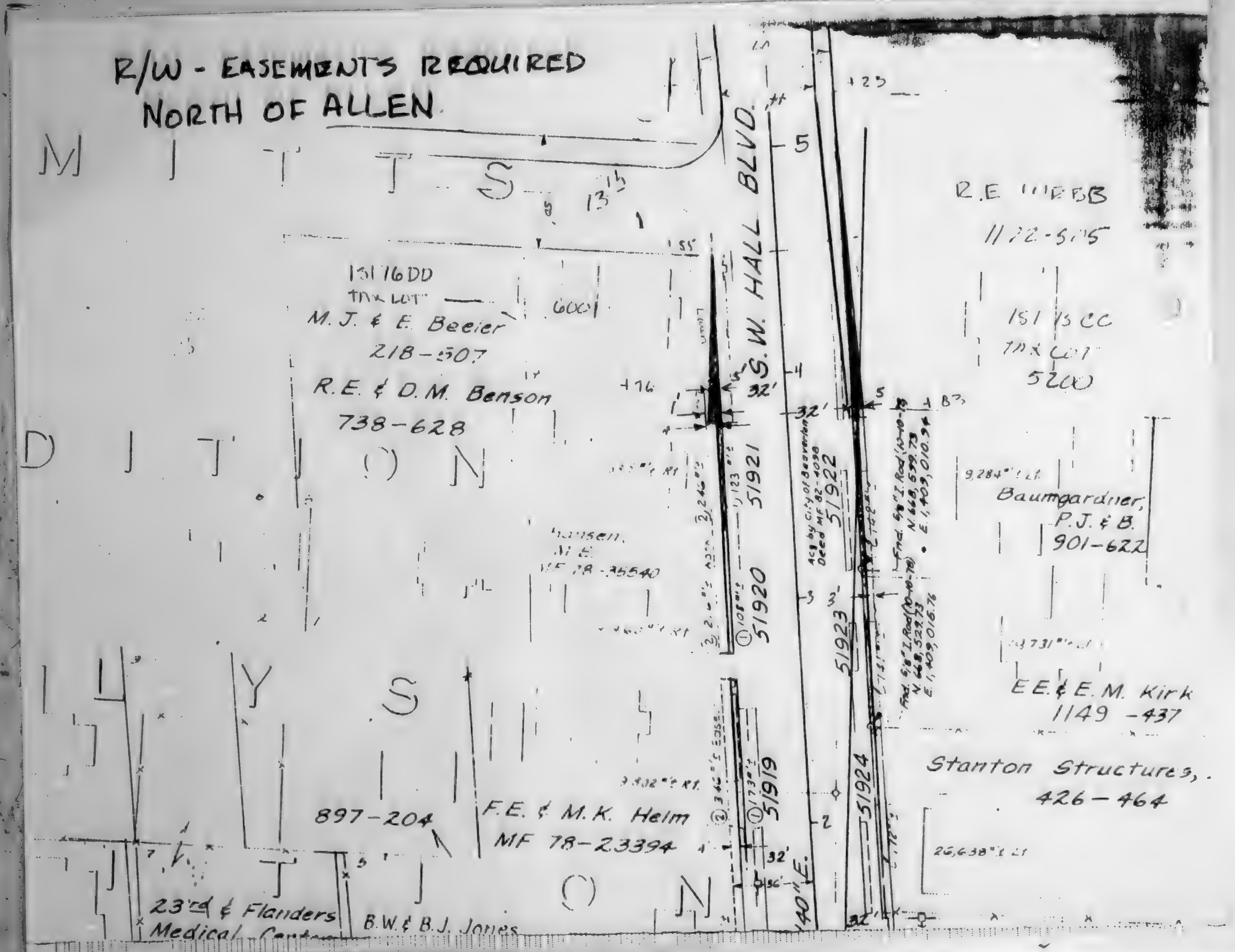
1S1 16 DD TAX LOT 6001

ENGINEER STATION SOUTH P/L	3+96	5 FEET WEST
NORTH P/L	4+55	0 FEET "

R.E. WEBB (EAST SIDE HALL)

1S1 15CC TAX LOT 5200

ENGINEER STATION South P/L	3+83	5 FEET EAS
North P/L	5+23	0 FEET "



R/W - EASEMENTS REQUIRED
NORTH OF ALLEN

MITTS ADDITION
LYSTON
S.W. HALL BLVD.
1S1 16DD
TAX LOT 600
M.J. & E. Beeier
218-507
R.E. & D.M. Benson
738-628
M.E.
MF 78-35540
F.E. & M.K. Helm
MF 78-23394
897-204
23rd & Flanders
Medical Center
B.W. & B.J. Jones
51919
51920
51921
51922
51923
51924
① 108 ±
② 246 ±
① 173 ±
② 340 ± Esse.
① 123 ±
Acq. by City of Beaverton
Deed MF 82-4098
Fnd. 5/8" I. Rod (10-10-78)
N. 668, 529.73
E. 1,409,016.76
Fnd. 5/8" I. Rod (10-10-78)
N. 668, 599.73
E. 1,409,010.94
32'
40" E.
R.E. WEBB
1122-515
1S1 13CC
TAX LOT
5200
9,284 ± s.f.
Baumgardner,
P.J. & B.
901-622
E.E. & E.M. Kirk
1149-437
Stanton Structures,
426-464
26,638 ± s.f.
5
4
3
2
+16
+23
+83
55'

2 24 78

151

1 8810

BARGAIN AND SALE DEED—STATUTORY FORM

JAMES L. ERDMANN Grantor,
conveys to JULIA W. ERDMANN Grantee,
the following described real property situated in Washington County, Oregon, to-wit:

Beginning at a point on the North line of that tract of land conveyed to George L. Blasser, et ux, by deed recorded in Book 76, page 43, said point being North 312.9 feet and North 89° 03' East 272.7 feet from the Southwest corner of Section 15, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon; thence North 70.45 feet to the Southeast corner of that tract of land conveyed to Anna T. Sprague by deed recorded in Book 128, page 134 (a); thence South 89° 03' West along the South line of said Sprague tract, 141.5 feet to an iron pipe and the Northeast corner of a tract of land conveyed to Albin T. Nordquist and Dan A. Nordquist by deed recorded in Book 388, page 322; thence South along the East line of said Nordquist tract, 70.45 feet to the Southeast corner thereof; thence North 89° 03' East 141.5 feet to the point of beginning.

(Continued on back)

IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE

The true consideration for this conveyance is $. (Here comply with the requirements of ORS 93.030) the apportionment and distribution of marital property rights in connection with Multnomah County Dissolution No. D7781-61389.

Dated this 1 day of September, 1977.

James L. Erdmann

STATE OF OREGON, County of Washington) ss. September 1, 1977

Personally appeared the above named James L. Erdmann

and acknowledged the foregoing instrument to be his voluntary act and deed.

(OFFICIAL SEAL)

Before me: Shervl

Notary Public for Oregon—My commission expires: 7/4/79

BARGAIN AND SALE DEED

JAMES L. ERDMANN
JULIA E. ERDMANN
3515 N.W. 178th Ave.
Portland, Oregon 97229

After recording return to:
JULIA W. ERDMANN
3515 N.W. 178th Avenue
Portland, Oregon 97229

Until a change is requested, all tax statements shall be sent to the following address:
JULIA W. ERDMANN
3515 N.W. 178th Avenue
Portland, Oregon 97229

STATE OF OREGON

County of

1-2

SW-15-151

84

Feb 24, 1978

HILLSBORO

2 24 78

0188

subject to a lien in the amount of $5,000.00 in favor to the grantor to be paid on or before February 17, 1978, without interest, which can be satisfied and paid by grantee to the extent that grantee pays IRA L. GOTTLIEB the sum of $750.00, the Multnomah County Courthouse $27.00, and $4,223.00 to the grantor.

STATE OF OREGON
County of Washington } ss deeds

I, Roger Thomssen, Director of Records and Elections and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said County.

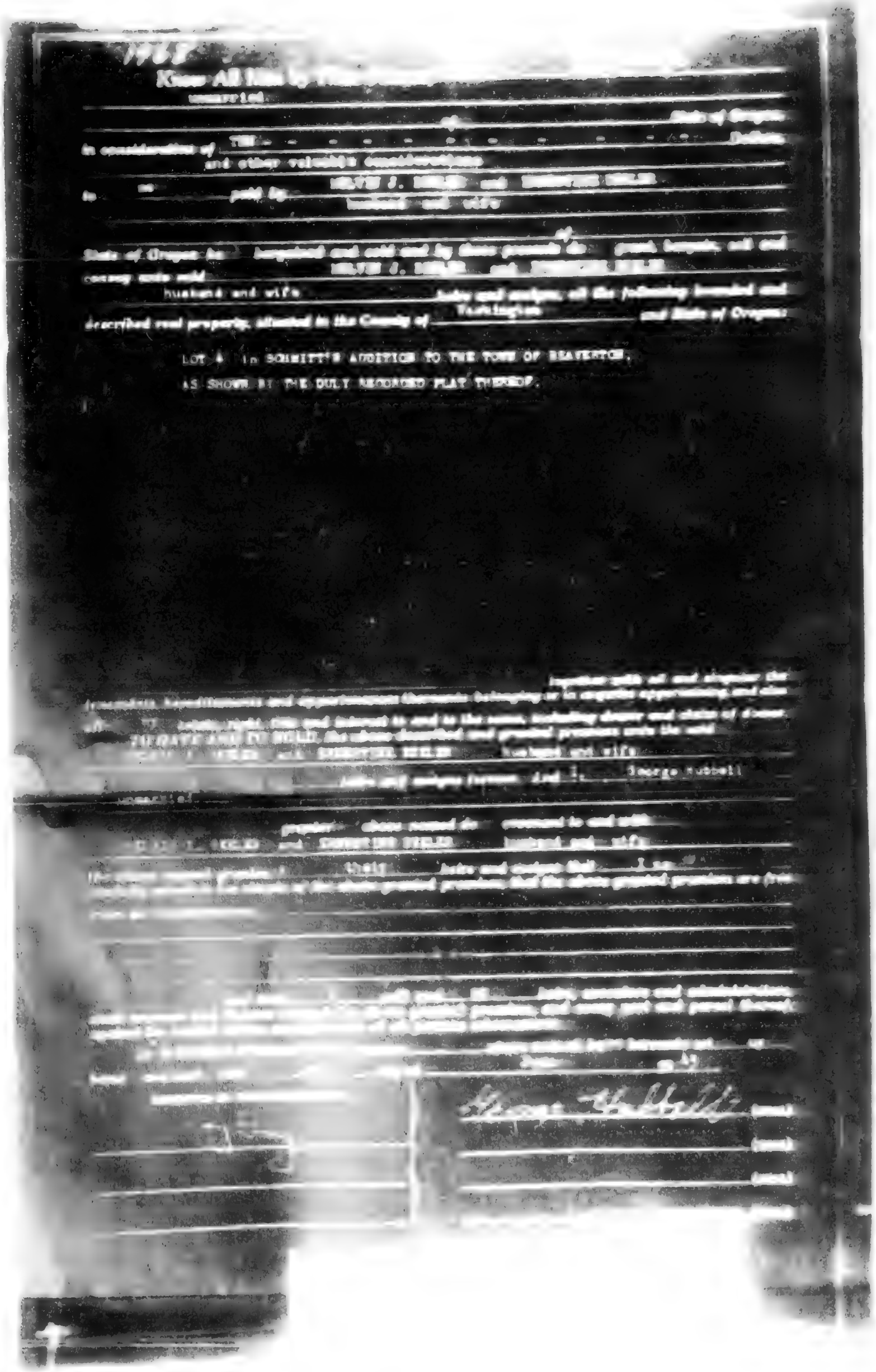
Witness my hand and seal affixed.
ROGER THOMSSEN, Director of Records & Elections

Feb. 24, 1978
9:29 AM

8810

2

Feb 24, 1978



Know All Men by [illegible]

unmarried

[illegible] of [illegible] State of Oregon

in consideration of TEN - - - - - - - - - - Dollars

and other valuable considerations

to me paid by [illegible] J. [illegible] and [illegible]

husband and wife

of [illegible]

State of Oregon ha[illegible] bargained and sold and by these presents do[illegible] grant, bargain, sell and convey unto said [illegible] J. [illegible] and [illegible]

husband and wife heirs and assigns, all the following bounded and described real property, situated in the County of Washington and State of Oregon:

LOT 4 in SCHMITT'S ADDITION TO THE TOWN OF BEAVERTON,

AS SHOWN BY THE DULY RECORDED PLAT THEREOF.

together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and also all [illegible] estate, right, title and interest in and to the same, including dower and claim of dower.

TO HAVE AND TO HOLD, the above described and granted premises unto the said [illegible] and [illegible] husband and wife

heirs and assigns forever. And I, George Hubbell

unmarried

grantor[illegible] above named do[illegible] covenant to and with

[illegible] and [illegible] husband and wife

the above named grantee[illegible] their heirs and assigns that I am [illegible]

[illegible]

George Hubbell (Seal)

(Seal)

(Seal)

I have hereunto set my hand and

and, the day and year last above written

Notary Public for Oregon

My Commission Expires Oct. 2nd, 1965

Warranty Deed

1968

STATE OF OREGON

BEAVERTON

October 14, 1983

Steve Green
Metro Right-of-Way Supervisor
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Re: S.W. Allen Boulevard RX-9088 (4) Chevron USA, Inc. Property

Dear Steve:

Enclosed are two electrical power line easements submitted by PGE to acquire for the aerial trespass on the Chevron USA property.

The first choice would be the seven-foot easement along the entire west property line. However, if that cannot be acquired, the seven-foot easement around the radius of the corner would be satisfactory.

If you have further questions regarding this matter, please call 644-2191, extension 273.

RECEIVED
OCT [illegible]

Very truly yours,

Donald R. Faris

Donald R. Faris
Traffic Manager

1013-DF-L:pta:27

City of Beaverton • 4950 S.W. Hall Boulevard • Beaverton, Oregon 97005 • (503) 644-2191

MEMORANDUM
8-40-517

Date ______________ 19 ______ Number ______________

Wilson Park Development
2960 Market St San Francisco Ca 94105
mail address
PO Box 7611 San Francisco Ca 94105

First choice 7' easement along entire west property line

Signed ______________

PGE 1817 (May 81)

ELECTRIC POWER LINE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, That Chevron USA, Inc.; Wilson Park Development, as their separate interest may appear (hereinafter called "the Grantors," whether one or more than one), for and in consideration of the payment of the sum of One and no/100-------------------- Dollars ($ 1.00), the receipt of which is hereby acknowledged, hereby grant, sell and convey to Portland General Electric Company, an Oregon corporation, (hereinafter called "the Grantee," whether one or more than one), its successors and assigns, a perpetual easement and right of way over, under and across the following described parcel of land situated in the Northwest quarter of Section 21, Township 1 South, Range 1 West, Willamette Meridian, County of Washington, State of Oregon, said easement being more particularly described as follows:

A 7.0 foot wide strip of land, that being part of the tract of land as described in Fee 81-38503, Deed Records of said County, lying easterly of and adjacent to the easterly right-of-way line of S.W. MURRAY BLVD. (County Road 2111, 145th Ave.).

TOGETHER WITH a 7.0 foot wide strip of land, that being part of said tract of land, lying southerly of and adjacent to the southerly right-of-way line of S.W. ALLEN AVE., EXCEPTING THEREFROM the easterly 85.0 feet.

The above-described easement is shown on Portland General Electric Company Drawing E-6743, attached hereto which by reference thereto is made a part hereof.

TO HAVE AND TO HOLD the above described easement and right of way unto the Grantee, its successors and assigns, together with the present right to top, limb or fell trees located on land owned by the Grantors, adjacent to the above described right of way, which danger trees will be determined by the Grantee.

Said easement and right of way shall be for the following purposes, namely: the perpetual right to enter upon and to erect, maintain, repair, rebuild, operate and patrol electric power lines, and appurtenant signal or communication lines, including the right to erect such poles, wires, cables, guys, supports and appurtenances as are necessary thereto, together with the present and future right to clear said right of way and keep the same clear of brush, timber, structures and fire hazards, including the right to restrict the growth of trees and brush on said right of way by the use of chemical sprays.

Grantors shall have the right to use the lands subject to the above described easement for all purposes not inconsistent with the uses and purposes herein set forth, except Grantors shall not build or erect any structure upon the right of way without the prior written consent of the Grantee.

If the Grantee, its successors and assigns, shall fail to use said right of way for the purposes above mentioned for a continuous period of five years after construction of said power lines, then and in that event this right of way and easement shall terminate and all rights and privileges granted hereunder shall revert to the Grantors, their heirs and assigns.

The Grantors hereby warrant that they are possessed of a marketable title to the property covered by this easement, and have the right to grant the same.

The Grantors, for themselves and their heirs and assigns, covenant to and with the Grantee, its successors and assigns, that the Grantee, its successors and assigns, shall peaceably enjoy the rights and privileges herein granted.

IN WITNESS WHEREOF, the Grantors have caused this easement to be executed this ________ day of ________, 19____.

Chevron USA, Inc.
By:
________________ (SEAL)
________________ (SEAL)

Wilson Park Development
By: ________________ (SEAL)
________________ (SEAL)

STATE OF OREGON } ss.
County of ________________

On this ________ day of ____________ 19____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared ________________________ to me known to be the individuals described in and who executed the foregoing instrument, and acknowledged that they executed the same freely and voluntarily.

quarter of Section 21, Township 1 South, Range 1 West, Willamette Meridian, County of Washington, State of Oregon, said easement being more particularly described as follows:

A 7.0 foot wide strip of land, that being part of the tract of land as described in Fee 81-38503, Deed Records of said County, lying easterly of and adjacent to the easterly right-of-way line of S.W. MURRAY BLVD. (County Road 2111, 145th Ave.).

TOGETHER WITH a 7.0 foot wide strip of land, that being part of said tract of land, lying southerly of and adjacent to the southerly right-of-way line of S.W. ALLEN AVE., EXCEPTING THEREFROM the easterly 85.0 feet.

The above-described easement is shown on Portland General Electric Company Drawing E-6743, attached hereto which by reference thereto is made a part hereof.

TO HAVE AND TO HOLD the above described easement and right of way unto the Grantee, its successors and assigns, together with the present right to top, limb or fell trees located on land owned by the Grantors, adjacent to the above described right of way, which danger trees will be determined by the Grantee.

Said easement and right of way shall be for the following purposes, namely: the perpetual right to enter upon and to erect, maintain, repair, rebuild, operate and patrol electric power lines, and appurtenant signal or communication lines, including the right to erect such poles, wires, cables, guys, supports and appurtenances as are necessary thereto, together with the present and future right to clear said right of way and keep the same clear of brush, timber, structures and fire hazards, including the right to restrict the growth of trees and brush on said right of way by the use of chemical sprays.

Grantors shall have the right to use the lands subject to the above described easement for all purposes not inconsistent with the uses and purposes herein set forth, except Grantors shall not build or erect any structure upon the right of way without the prior written consent of the Grantee.

If the Grantee, its successors and assigns, shall fail to use said right of way for the purposes above mentioned for a continuous period of five years after construction of said power lines, then and in that event this right of way and easement shall terminate and all rights and privileges granted hereunder shall revert to the Grantors, their heirs and assigns.

The Grantors hereby warrant that they are possessed of a marketable title to the property covered by this easement, and have the right to grant the same.

The Grantors, for themselves and their heirs and assigns, covenant to and with the Grantee, its successors and assigns, that the Grantee, its successors and assigns, shall peaceably enjoy the rights and privileges herein granted.

IN WITNESS WHEREOF, the Grantors have caused this easement to be executed this __________ day of

________________, 19____

Chevron USA, Inc.
By:

________________________ (SEAL)

________________________ (SEAL)

Wilson Park Development
By: ________________________ (SEAL)

________________________ (SEAL)

STATE OF OREGON
County of ________________ } ss.

On this ________ day of ____________, 19____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared ________________________

____

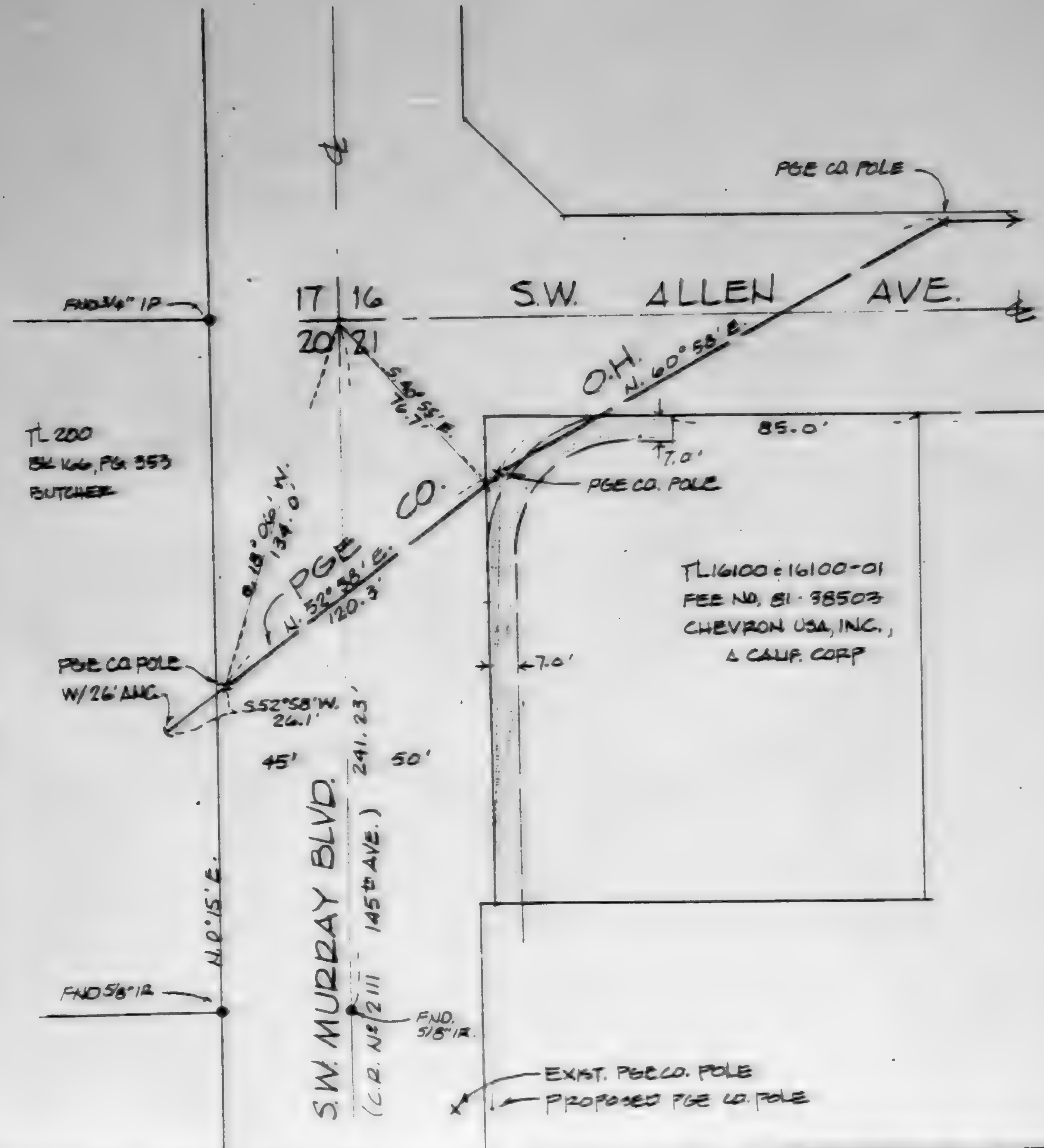
to me known to be the individuals described in and who executed the foregoing instrument, and acknowledged that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my notarial seal this, the day and year in this instrument first written.

____
Notary Public for Oregon

____
My commission expires

DDY/ks
5-59.2B29
Attachment



PGE CO. POLE
17
16
20
21
S.W. ALLEN AVE.
FND 3/4" IP
O.H.
N. 60°58' E.
S. 40°55' E.
76.7'
85.0'
7.0'
PGE CO. POLE
TL 200
BK 166, PG 353
BUTCHER
S. 18°06' W.
134.0'
PGE CO.
N. 52°58' E.
120.3'
TL 16100 & 16100-01
FEE NO. 81-38503
CHEVRON USA, INC.,
A CALIF. CORP
PGE CO. POLE
W/ 26' ANC.
S 52°58' W.
26.1'
7.0'
45'
50'
241.23'
N. 0°15' E.
S.W. MURRAY BLVD.
(C.R. No 2111 145th AVE.)
FND 5/8" IR
FND. 5/8" IR.
EXIST. PGE CO. POLE
PROPOSED PGE CO. POLE

BASIS OF BEARING:
PS-17196 &
PS-12286

PORTLAND GENERAL ELECTRIC CO.
PORTLAND, OREGON

TO ACCOMPANY POWERLINE EASEMENT
BUTCHER & CHEVRON USA, INC.
NW¼ NW¼ SEC 21,
NE¼ NE¼ SEC 20, T1S R1W W.M. WASH. CO.

SCALE 1" = 30'
DATE 6-1-83

DRAWN BY	TRACED BY	CHECKED
DDY		GDR

APPROVED

6074
DRG. NO. E 6743

1288

SPECIAL WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That E. J. WEBB, surviving husband of RILLA M. WEBB, deceased, hereinafter called grantor, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto RONALD E. WEBB, hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of Washington, State of Oregon, described as follows, to-wit:

> Beginning at a point 384.1 feet north and 272.91 feet N. 89°3'E. from the southwest corner of Section 15, Township 1 South, Range 1 West, Will. Mer.; thence South 89°3' West 309.1 feet to a point in the center of the County Road; thence North 15°30' West in the center of said County Road 139.2 feet to a point; thence North 89°3'East 322.4 feet; thence South 138.46 feet to the place of beginning, containing 1 acre of land, more or less, it being the intention of the grantors to convey the North half of Lot 61 and the South half of Lot 60, Hocken Acres, according to an unrecorded plat thereof.
>
> **EXCEPT THEREFROM** that portion of the real property more particularly described in the following deed books, Washington County, Oregon, records: Book 384, Page 680; Book 412, Page 629, and Book 564, Page 695.

There is hereby **RESERVED** unto the grantor herein a life estate for and during the term of his natural life in and to the hereinabove described real property.

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And the grantor hereby covenants to and with the said grantee and grantee's heirs, successors and assigns that said real property is free from encumbrances created or suffered thereon by grantor and that grantor will warrant and defend the same and every part and parcel thereof against the lawful claims and demands of all persons claiming by, through, or under the grantor.

The true and actual consideration paid for this transfer, stated in terms of dollars is LOVE AND AFFECTION.

In construing this deed the singular includes the plural as the circumstances may require.

IN WITNESS WHEREOF, the grantor has executed this instrument this 21 day of October, 1976.

E. J. Webb
Grantor

RECEIVED

STATE OF OREGON)
) ss. 1860
County of Washington)

October 11, 1976.

Personally appeared the above named E. G. WEBB, surviving husband of RILLA M. WEBB, deceased, and acknowledged the foregoing instrument to be his voluntary act and deed. Before me:

Notary Public for Oregon
My Commission Expires: 10/6/78

E. G. Webb
5890 S. W. Hall Blvd.
Beaverton, Oregon 97005

Grantor's Name and Address

Future tax statements should be sent to:

Ronald E. Webb
17340 S.W. Blanton
Aloha, Oregon 97005

After recording return to:

Ronald E. Webb
17340 S.W. Blanton
Aloha, Oregon 97005

STATE OF OREGON } ss. Deed
County of Washington

[illegible]

[illegible]
[illegible]

[illegible]

...ED

Oct 25 3 03 PM '76

64 SPECIAL WARRANTY DEED - Page 2.

rll 93

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington
3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division
8-1-83
4. PROGRAM NO.
5. ITEM NO. 10119

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/25/83
8. FEDERAL ROUTE NUMBER FAU 9088
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SW Main – SW Alice Lane Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 8/1/83 this will confirm the advance approval date of 7/25/83 to proceed with the actual adjustments to Portland General Electric Company's aerial power line relocation on an actual cost basis estimated to be $860 Federal Funds $731 contingent upon modification of Project Agreement if additional funds are required.

I approve the Agreement with Portland General Electric Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 15 '83
REFER TO
POTTER
FOR
Info | Inves | R/D | D/R | Sign | Adv | File

Orig to
8/10

14. DATE 8/8/83
15. SIGNATURE OF APPROVING OFFICIAL G K
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

August 1, 1983

RECEIVED
TECHNICAL SERVICES
AUG 3 '83
REFER TO
FOR
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary Potter
Manager, Program Section

SUBJECT: Aerial Power Line Facilities Relocation
Portland General Electric Company
S.W. Main Ave.-S.W. Alice Lane Section
Allen Boulevard
Washington County
Project No. IX-9088(5)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Portland General Electric Company's (PGE) aerial power line facilities dated July 20, 1983, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to PGE's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required by the City of Beaverton.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 25, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $860.

JMC/GP/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

9538

5

ROW 18-4

RECEIVED
TECHNICAL SERVICE
AUG 1 '83
REFER TO
FOR
Info Inves R/D

July 19, 1983

TO: E. E. Wilken, Division Administrator
Federal Highway Administration

Attention: Thomas P. Lowe, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Facilities Relocation
Portland General Electric Co.
S.W. Main Ave. - S.W. AliceLane Section
Allen Blvd.
Washington County
Project No. IX-9088(5)

Confirmation of your verbal authorization for Portland General Electric Company to proceed with the relocation of their aerial power line facilities in conflict with this project as of July 25, 1983 is requested. An estimate of cost has been received from the company in the amount of $1,050.65. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

July 25, 1983 is approved

Thomas P Lowe
Thomas P. Lowe, Area Engineer

JMC:jr
cc: E. S. Hunter J. W. Cochell
D. E. Swan Ted Inloes
E. L. Hardt Pete Gonzalez

1538

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-11-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10119

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-11-83

8. FEDERAL ROUTE NUMBER FAU 9088

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION

SW. MAIN AVENUE - SW. ALICE LANE (BEAVERTON) SECTION

11. GENERAL DESCRIPTION OF WORK

RIGHT OF WAY

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's June 28, 1983 letter, you are authorized to proceed with the actual acquisition of files 53513 and 53527 through 53538, as shown on right of way map 9B-18-22 at a TEC of $189,000 - Federal Funds $160,650 - Appn. Code 580.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

[illegible]	[illegible]	R/D	O/R	Sign	Act	File

14. DATE 7-11-83

15. SIGNATURE OF APPROVING OFFICIAL John A Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

42 38

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.: PRO 6-2

Date: June 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9088(3)
S.W. Main Ave.-S.W. Alice Lane (Beaverton) Sec.
Washington County

I request your approval of a program change to adjust the estimated total cost for right-of-way on the subject project as indicated in the enclosed copy of Mr. Aman's June 21, 1983 memo and attachment.

I further request authorization to proceed with the actual acquisition of files 53513 and 53527 thru 53538 as outlined in red on the enclosed sketch map. No relocation assistance is involved on these parcels.

Approval of the above requests will involve an increase of $189,000 in total cost and Federal Fund obligation of $160,650 with revised financing as follows:

	Appn Code	TEC	Federal Funds	%
Previous	772	$ 776,500.00	$ 660,025.00	85%
Present		965,500.00	820,675.00	85%
Increase	580	$ 189,000.00	$ 160,650.00	85%

CL:bks
cc: J. Boyd
D. Aman
R. Brooks
G. Zehner
General Files

734-1839

9538 Beaverton

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

May 13, 1983

J. H. Versteeg
Road Design Engineer

File 53513 and 53527 thorugh 53538
S.W. Murray Blvd.-S.W. Alice Lane (Beaverton) Section
S.W. Allen Blvd. (City Street)
Washington County

Attached are descriptions (13 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

____Versteeg ________
____Anderson ________
____Adams ________
____Macnab ________
____Steudenmayer ________
____Turpin ________
____Trout ________
____Wakerlig ________

RECEIVED
MAY 16 1983
ROAD DESIGN
SECTION

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Do Not File ☐
Return To ________
Bring Up ____/____/____
Action ________
____

9538

Beaverton

ROAD DESIGN SECTION

Curt Duval
Location Engineer

D. R. Adams
Final Design Engineer

Murray Blvd. - S.W. Main St.
Allen Blvd.
Washington County

April 18, 1983

RECEIVED
APR 19 1983
ROAD DESIGN SECTION

1 Vantoog ✓
Anderson
Adams
Macnab
[illegible]
Turpin
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Wakerlig

Do Not File ☐
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Bring Up
Action

As per your letter of April 13, 1983 on the subject project, we are revising the right-of-way descriptions at Hall Blvd. at 126th Avenue to provide for your proposed construction revisions. The requested revisions cannot be included in the June 30, Unit II contract.

By a copy of this letter to Region I, we suggest the construction revisions be included in Unit II (Murray - Main) by price agreement after the job has been let on June 30, and the right-of-way has been cleared.

The data which you submitted and a copy of your letter will be included in the submittal to Region I.

DNS:mg

cc: Marion Craft with data from Duval
Wakerlig

334-1912

STATE OF OREGON

INTEROFFICE MEMO

TO: D. R. ADAMS
Final Design Engineer

DATE: April 13, 1983

Curtis H. Duval

FROM: C. H. DUVAL
Location Manager

SUBJECT: Murray Blvd.-Alice Lane
Allen Blvd.
City of Beaverton

RECEIVED
APR 14 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wahrlig

Do Not File
Return to
Bring Up
Action

Here are two revisions for the Allen Boulevard project. There are two areas where a narrow sidewalk is adjacent to the travel lane, which is unacceptable to the City of Beaverton

Hall Boulevard - The proposed sidewalks were 3.5' wide, not including the curb. The City desires a 7.0' wide sidewalk when it is adjacent to the travel lane. Hall is part of Unit 1, which is currently under contract. Steve Green estimates it will take 6-8 months to acquire the right-of-way necessary for the widening. New descriptions need to be written with the idea in mind of converting the temporary work easements to permanent easements for sidewalks and utilities. One area north of Allen, east side of Hall, did not have any temporary easements to convert. In this area, an additional four feet will be required.

126th Ave. - The inclusion of left-turn channelization at this location necessitated removing the planter strips and reducing the sidewalk width to 3.5' on the south side of Allen. Again, this is not acceptable to the City. They will accept a minimum of a 6.0' walk (not including curb) next to the travel lane. This can be done (as per attached drawing) by revising three right-of-way files. Steve Green indicates that if he were to get these three new descriptions in a timely fashion, maybe they could be cleared and included with Unit 2, which is scheduled for contract June 30, 1983.

If these three files cannot be cleared in time for a June 30 contract, they, along with the work on Hall Boulevard, should be added to Unit 2 and paid for by price agreement or extra work. (The June 30, 1983 bid letting for Unit 2 should not be delayed.)

The FHWA (Cliff Christianson) has agreed to participate in the additional right-of-way expenditure, assuming the City of Beaverton has federal money available to them.

Your assistance in expediting this work would be appreciated.

CHD/BJH/po
cc: E. L. Hardt
J. D. McClure
Marion Craft
Steve Green
Frank Terpin
Jim Cochell - with attachments
Attachment

[illegible]

81-125-1387

Contains Recycled Materials

9538

3

April 1, 1983

AGR

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Mary Carder
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 9275

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement concerning design and construction of the Murray Boulevard-Alice Lane Section of S.W. Allen Boulevard Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:gb
bc: Don Harwell (agree. att.)

9538

Beaverton

STATE OF OREG

INTE OFFICE MEMO

HIGHWAY DIVISION

TO: Edward L. Hardt
Metro Region Engineer

DATE: March 18, 1983

FROM: D. E. Swan
Acting Program Section Manager

NOTED
E. S. HUNTER

SUBJECT: Murray Boulevard Interchange

James D. McClure's February 25, 1983 letter requested a schedule change and a cost increase for the Murray Boulevard Interchange. At the Schedule Committee's March 11 meeting it was suggested that this project should be included in the Six-Year Program update.

Subsequently, Mr. McClure asked that the request be disregarded, that Region wanted to go ahead with the interchange separately for the $320,000 preliminary estimate. Because this involves no schedule or estimate change I assume this will be satisfactory to the Committee. I will suggest an appropriate addendum to the meeting minutes.

WLC:lb

cc Robert N. Bothman
~~E. S. Hunter~~
W. E. Schwartz

✓ Versteeg ✓
Anderson
✓ Adams
✓ Lisenah
Stoudenmeyer
Terpin
Trout
Wakerlig

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MAR 22 1983
ROAD DESIGN SECTION

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Return to
Bring Up
Action

RECEIVED
TECHNICAL SERVICES
MAR 21 '83
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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Contains Recycled Materials
81-125-1387

SP*75683-125

9538

CON 5

DATE: March 16, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-9088(5)

Contract 9538, Work Started January 31, 1983

Project SW Main Ave.-SW Alice Lane (Beaverton)

Highway FAU 9088 (SW Allen Blvd.)

County Washington

RDC:mk

cc: R. D. Church

9538

Beaverton

ROAD DESIGN SECTION

DES 16

March 9, 1983

James W. Cochell
Project Manager

Donald R. Adams
Final Design Engineer

Sign Shop Drawings
S.W. Main Avenue-S.W. Alice Lane
FAU 9088 (S. W. Allen Blvd.)
Washington County
Contract No. 9538

RECEIVED
MAR 11 1983
ROAD DESIGN SECTION
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Anderson
Adams
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[illegible]
Trout
[illegible]
Do Not File
Return To
Bring Up //
Action

Attached are three sets of approved shop drawings for the Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

7538

Beaverton

ROAD DESIGN SECTION

DES 16

Ed Hardt
Region Engineer

December 14, 1982

Don Stoudenmayer
Design Engineer Supervisor

SW Murray Blvd.-SW Alice Lane
Allen Blvd.
Washington County

Herewith copy of proposed re-alignment of SW 126th and SW Main-Allen Blvd.

The re-alignment was proposed by City of Beaverton (Don Faris). It was dropped from Unit 1 contract because right-of-way in the SW quadrant along 126th was not cleared. Unit 2 contract from SW Murray-SW Main was scheduled to include this work. I would like to offer the following reasons to again include this work with Unit 1 contract under a price agreement.

1. Signal pole in SW quadrant will require relocation if set before right-of-way is cleared.

2. A temporary pole plus temporary signal head and loop locations are required. These are included with Unit I plans.

3. Road construction south of Allen Blvd. could be delayed until Unit 2 contract. However, temporary drainage will be required.

Purchasing of right-of-way is in progress. A.L. Rfveness, from our Right-of-way section, feels this property would be cleared by April, 1983. If you can live with this date and are agreeable to performing the re-alignment work with Unit 1 contract, please advise and I will proceed with a plan revision for the proposed re-alignment.

1 Versteeg ✓
Anderson
3 Adams
2 Olson acb
Sullivan
Terpin
Trom
Wakefield

RECEIVED
DEC 14 1982
ROAD DESIGN SECTION

Do Not
Return
Action

cc: Dick Fleming

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILE September 1, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 26, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 26, 1982 on the following projects:

1. Beltline Highway at Green Hill Road
   Beltline Highway, Lane County
   Traffic Signals

   Pedestrian signals will be installed under this contact.

2. Cottage Grove Conn. @ Gateway Blvd.
   Pacific Highway, Lane County
   Traffic Signals

   Pedestrian signals and curb cuts will be installed and four-foot shoulders are available for pedestrian and bicycle use.

3. Pacific Highway E. @ N. Marine Drive
   Pacific Highway E., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

4. Pacific Highway W. @ N. Killingsworth Street
   Pacific Highway W., Multnomah County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

5. Celilo Rock Production
   Columbia River Highway, Wasco County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Boeckman Creek Bridge
Wilsonville Road, Clackamas County
Grading and Paving

Roadway width varies from 26 to 64 feet with left and right turn lanes. Future five-foot sidewalk and ten-foot bikepath planned for this project.

7. E. Portland Freeway-SE 122nd Avenue
Clackamas Highway, Clackamas County
Grading, Paving and Structure

Seven- to eight-foot shoulders and five- to eight-foot sidewalks provided for bicycle and pedestrian traffic.

8. Sisters Truck Scale
McKenzie-Bend Highway, Deschutes County
Paving

Same as No. 5.

9. 2nd Street-3rd Street Interchange (Springfield)
Eugene-Springfield Highway, Lane County
Grading, Paving and Traffic Signals
Interchange Improvement

Sidewalks, curb cuts and pedestrian signals to be constructed on this project.

10. NE 181st Avenue Interchange (Eastbound Off-Ramp)
Columbia River Highway, Multnomah County
Grading and Paving
Interchange Improvement

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

11. SW Main Avenue-SW Alice Lane (Beaverton)
SW Allen Blvd., Washington County
Grading, Paving and Signals

Four- to seven-foot sidewalk with curb cuts will be constructed for bicycle and pedestrian use. Pedestrian signals will also be installed.

HSC:RPS:ge

cc E. S. Hunter L. E. George George Bell D. A. Ridings
D. G. Talbot F. E. Terpin Don Harwell

9538

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-31-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10119

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/31/82
8. FEDERAL ROUTE NUMBER FAU 9088
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SW Main Avenue - SW Alice Lane Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 8/30/82 you are authorized to proceed with the actual adjustments to the City of Beaverton's water facilities on an actual cost basis estimated to be $20,317 Federal Funds $17,116.

I approve the agreement with the City of Beaverton dated 8/20/82.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

(Note: Above authorization amounts are within project obligation. Decrease reserve $20,317 Federal Funds $17,116.)

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

14. DATE 8/31/82
15. SIGNATURE OF APPROVING OFFICIAL G K Hosmer
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7538

ROW 18-4

August 30, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Water Facilities Relocation
City of Beaverton
S. W. Main Avenue - S. W. Alice Lane Section
S. W. Allen Boulevard
Washington County
Project No. IX-9088(5)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 30 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust the City of Beaverton's water facilities dated August 20, 1982. A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City is responsible for the relocation of utilities in conflict with the project. The City was aware of the conflict as soon as the construction plans were completed. The relocation agreement will, therefore, consist of the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the City's facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 30, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $20,317.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

9538

L

NOTED
E. S. HUNTER

ROW 18-4

August 30, 1982

TO: D. E. Wilken, Division Administration
Federal Highway Administration
ATTENTION: Thomas P. Lowe, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Beaverton
S.W. Main Avenue-S.W. Alice Lane Section
S. W. Allen Boulevard
Washington County
Project No. IX-9088(5)

RECEIVED
TECHNICAL SERVICES
SEP 7 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Att	File

Dear Mr. Lowe:

Confirmation of your verbal authorization for the City of Beaverton to proceed with the relocation of their water facilities in conflict with this project as of August 30, 1982 is requested. An estimate of cost has been received from the City in the amount of $20,317. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 30, 1982 is approved

Thomas P. Lowe
Thomas P. Lowe, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
J. W. Cochell
Ted Inloes
Pete Gonzalez

RECEIVED
UTILITY UNIT

9538

Beaverton

DES 16

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: James W. Cochell
Project Manager

DATE: August 18, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: [redacted]
FAU 9088 (SW Allen Blvd.)
Washington County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9212-00	SW Allen Blvd. Mainline	Centerline	Profile Grade
9212-01	SW Allen Blvd. Mainline	Centerline	Subgrade
9212-02	SW Hall Blvd.	Centerline	Profile Grade
9212-03	SW Hall Blvd.	Centerline	Subgrade

JG:rw

Attachment

cc: Jim Grassman W/Att.

Attachments

cc: Jim Grassman

Contains
Recycled
Materials

9538

8-4-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10119

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/4/82

8. FEDERAL ROUTE NUMBER FAU 9088

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SW Main Avenue - SW Alice Lane (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, high type pavement and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$9,300
Temporary Pavement Striping S.F.	5,600
Reestablish Survey Monuments S.F.	1,000
State Furnished Software - - - - -	2,000
Signal Controller Testing - - - -	6,850
"OPTICOM" Testing - - - - - - - - -	1,975

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/2/82 requested and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $994,347 Federal Funds $845,194.

A signed copy of the Title Sheet is returned herewith.

The above authorization is with the understanding that time extensions or added construction costs due to utilities are not eligible for Federal aid participation.

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO Koehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig
8-11

14. DATE 8/4/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9538

Beaverton

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 2, 1982

File No:

TO: J. H. VERSTEEG
Road Design Engineer

FROM: J. D. McCLURE
Project Development Engineer

SUBJECT: ~~S.W. Main-S.W. Alice Lane~~
~~Allen~~ Boulevard
City of Beaverton

The existing storm drain system along Allen Boulevard is adequate to handle the additional runoff resulting from widening Allen Boulevard.

The existing system was evaluated during the preliminary engineering phase of the project and as there was found to be less than a five percent increase in runoff over the existing system, it was judged adequate.

This is also documented in the Final Environmental Impact Statement on page 51.

po

cc: Bud Mann
Bob Heard

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Tice
Wakerlig

RECEIVED
AUG 3 1982
ROAD DESIGN
SECTION

REFERRED TO
Beard
Staudenmeyer
Cole
Mann ADW
Erikson
Watson
Hager
Dorn
Leo
Return
Do File
BY FINAL DESIGN ENGINEER

9538

2.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project IX-9088(-) SW. Main Ave.-SW. Alice Ln. Section SW. Allen Blvd., Washington County
Date:	June 2, 1982
From:	Division Administrator
Reply to Attn. of:	HFO.6-OR
To:	Mr. H. S. Coulter, State Highway Engineer, ODOT

I agree with your "finding in the public interest" for advance purchase of signal equipment by the City of Beaverton. The equipment can be furnished to the project at invoice cost and will be eligible for Federal participation when installed.

for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR

JUN 4 '82

Orig ~~to~~
6-8-82

REFER TO
E. Hardt

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

9538

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 26, 1982

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Program Control Engineer

SUBJECT: City Furnished Material
Project No. IX-9088(-)
SW Main Ave.-SW Alice Ln. (Beaverton) Section
SW Allen Blvd. (FAU-9088)
Washington County

I request your concurrence that it is in the public interest for the City of Beaverton to purchase signal controllers and mast arm poles to be incorporated in the proposed project. Also, that this signal equipment will be eligible for Federal participation at actual cost when installed.

Justification for the preceding requests are set forth in the attached copies of letters dated May 3 and April 27 from James D. McClure of the Oregon State Highway Division and Donald R. Faris of the City of Beaverton, respectively.

JLG:pf
Attachment

cc: E. L. Hardt, Metro Region
Jon Rose, Metro Region
Earl Mershon, Metro Region
Gary Zehner, w/attachment
General Files

Form 734-3122

9538

Beaverton

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 25, 1982

File No: 334-1912

TO: D. E. SWAN
Operations Programming Engineer

FROM: JAMES D. McCLURE
Project Development Manager

SUBJECT: Advance Purchase Signal Equipment
S.W. Main-Alice (Unit 1)
Allen Boulevard (City of Beaverton)

As a follow-up to the City of Beaverton's request to purchase the traffic signal equipment in advance, I discussed with Don Faris their cost experience on other projects. On a recent project using the same type of mast-arm poles, they experienced costs at $4500 per pole and their experience on controllers has been from $8700 to $9600 per unit. These are for the 170-type of controllers with the intertie modem and opticon feature.

For estimating purposes, Don Faris suggested we use $5000 per pole or $20,000 per intersection for the mast-arms and $10,000 per intersection for the controllers. Since there are three intersections to be signalized, the total cost would be $90,000. Attached is my previous correspondence on the City's request demonstrating why the advance purchase of equipment is in the public's interest. Please obtain FHWA approval for the advance purchase and advise the City.

po

cc: E. L. Hardt
Dwayne Hofstetter
Jack Sullivan
Tom Schwab

Attachment

1 Verstoeg ✓
Anderson
3 Adams
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
MAY 26 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

9538

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-20-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-9088(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. M-55

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/20/82

8. FEDERAL ROUTE NUMBER FAU 9088

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Murray Blvd. SW Alice Lane (Beaverton)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 5/17/82 I approve the revised preliminary engineering costs to a TEC of $336,000 Federal Funds $287,394.

(Increase TEC $49,200 Federal Funds $41,820 Appn Code 580)

RECEIVED
STATE HWY ENGR
MAY 24 '82
REFER TO
FOR C
Info | Inv | R/D | D R | Sign | Act | File

Original
5-24

14. DATE 5/20/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9538

Beaverton

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: May 19, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
S.W. Main Ave.-S.W. Alice Ln.
(Beaverton) Section
FAU 9088 (S.W. Allen Blvd.)
Washington County

Attached are two prints of the approved sign study plan for the above-noted project.

L E George
L. E. GEORGE - TRAFFIC ENGINEER

ELS:np
Att.
cc: E. L. Hardt - w/att.
W. W. Geibel - w/att.

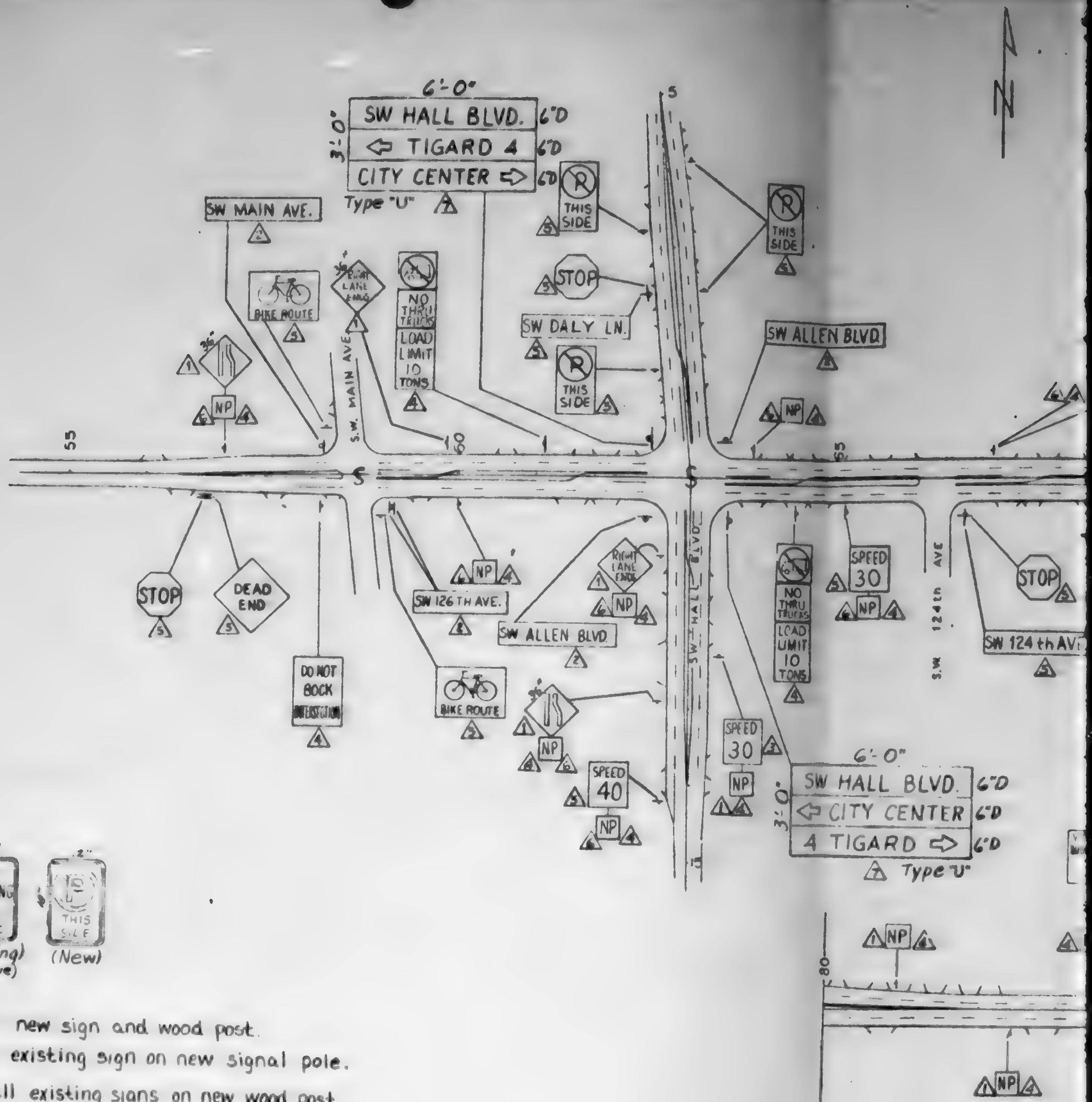
NOTED
W. G. BEARD

1 plan kept by Beard

RECEIVED
MAY 20 1982
ROAD DESIGN SECTION

Versteeg
1 Anderson #
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ___/___/___
Action


6'-0"
3'-0"
SW HALL BLVD. 6"D
⇦ TIGARD 4 6"D
CITY CENTER ⇨ 6"D
Type "U" 7
SW MAIN AVE. 2
BIKE ROUTE 3
RIGHT LANE ENDS 1
NO THRU TRUCKS
LOAD LIMIT 10 TONS 5
THIS SIDE 5
STOP 5
SW DALY LN. 5
SW ALLEN BLVD. 3
NP
S.W. MAIN AVE.
55
60
65
STOP 5
DEAD END 5
DO NOT BLOCK INTERSECTION 4
SW 126TH AVE. 3
SW ALLEN BLVD. 2
BIKE ROUTE 3
SPEED 40
SPEED 30
SW HALL BLVD.
S.W. 124th AVE
SW 124 th AV
6'-0"
3'-0"
SW HALL BLVD. 6"D
⇦ CITY CENTER 6"D
4 TIGARD ⇨ 6"D
Type "U" 7
80
15
N

NP 18" 12" NO PARKING ANY TIME (Existing) (Remove) 12" THIS SIDE (New)

⚠1 Install new sign and wood post.

⚠2 Mount existing sign on new signal pole.

⚠3 Reinstall existing signs on new wood post.

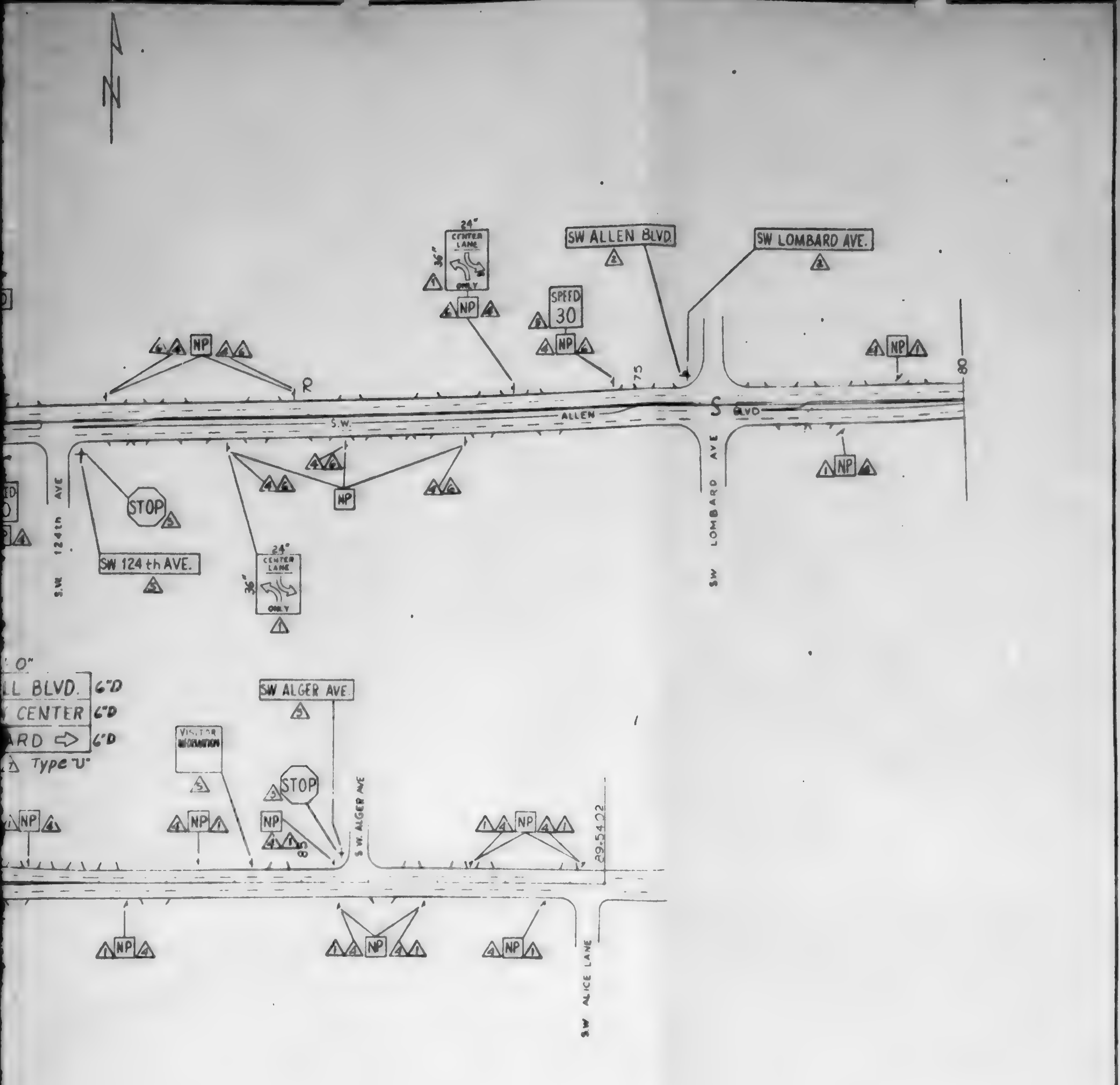
⚠4 Remove existing sign(s)

⚠5 Reinstall existing sign(s) on existing support.

⚠6 Install new sign on existing support.

⚠7 Install new sign on new signal pole.

NOTE: At the re
Guide Sign
Allen & Hal
Parking s
installed ex
Allen Blvd.


SW ALLEN BLVD.
SW LOMBARD AVE.
24"
36"
CENTER LANE ONLY
NP
SPEED 30
R
75
80
S.W. ALLEN BLVD
SW LOMBARD AVE
SW 124th AVE
STOP
SW 124th AVE.
SW ALGER AVE.
VISITOR INFORMATION
…LL BLVD. 6"D
… CENTER 6"D
…ARD ⇨ 6"D
Type "U"
S.W. ALGER AVE
29+54.22
SW ALICE LANE

NOTE: At the request of City of Beaverton Guide Signs at NW & SE Quadrants of Allen & Hall Blvds were revised. Also Parking signs to be removed & new ones installed *except* on Hall Blvd north of Allen Blvd.

Donald R Faris
CITY APPROVAL
4/27/82
DATE

SIGNING PROJECT

SW MAIN AVE ~ SW ALICE LN (BEAVERTON) SEC.
FAU 9088 (SW ALLEN BLVD) WASHINGTON COUNTY

Action	Date	Signature	Title
Submitted	4-9-82		Traffic Control Engr.
Approved	5/12/82		Sign [illegible]
"	5/14/82		Traffic Engineer
"	5/13		Asst. Hwy Engr.
Accepted	5/18/82		FHWA

7538

Beaverton

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. E. Boyd, Manager
Right of Way Section

May 19, 1982

J. R. Versteeg
Road Design Engineer

Files 52631 through 52678 &
52680 through 52702
S.W. Murray Blvd.-
S.W. Main Ave. (Beaverton) Section
S.W. Allen Blvd. (City St.)
Washington County

Versteeg
Anderson
Adams
Olsen
Sullivan
Temple
Trent ✓
Wakerlig

RECEIVED
MAY 20 1982
ROAD DESIGN
SECTION

Do not File ☐
Return To
Bring Up
Action

Attached are descriptions (51 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal fourth quarter of 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9538 2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 17, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Project No. M-IX-9088(1)
Murray Blvd.-S.W. Alice Lane Section
Washington County

I request your approval of a program change on the subject project to increase the estimated total cost to reflect more accurately the scope of work based on the attached justification letter from Mr. Terpin, dated April 12, 1982.

Approval of this request will involve an increase of $49,200 in total cost and $41,820 in Federal funds as follows:

	TEC	FF	Appn Code	Pro-Rata
Previous	$224,340.00	$192,483.00	W36	85.8%
Previous	62,460.00	53,091.00	823	85.0%
Increase	49,200.00	41,820.00	580	85.0%
TOTAL	$336,000.00	$287,394.00		

CL:bkc
Attachment

cc: E. Mershon
G. Zehner
F. Terpin
General Files

Form 734-3122

9531

Beaverton (9)

ROAD DESIGN SECTION

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

April 23, 1982

R. R. Rounds
R/W Descriptions Co-ordinator

S.W. Murray Blvd.-S.W. Main St. Section
S.W. Allen Boulevard
Washington County

Vorsteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trout
Wekerlig

RECEIVED
APR 28 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Enclosed are five prints of a portion of Map 9B-18-22 for programming file numbers 52651 through and including 52678 as well as 52680 through and including 52702 on the subject project.

Descriptions will be furnished to your office on or before June 1, 1982.

RRR:rlr
Attachments

7538

Beaverton

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-5

TO: E.L. Hardt
Metro Region Engr.

DATE: 4/9/82

FROM: Elmer L. Scofield
Sign Design Specialist Elmer L. Scofield

SUBJECT: Sign Study Plans
S.W. Main Ave. - S.W. Alice Ln. (~~Beaverton~~) sec.
FAU 9088 (S.W. Allen Blvd).
Washington Co.

Attached are 11 copies of our sign study plans showing proposed sign installations on the above section.

Will you please review these plans and give us your comments and recommendations. Also will you please submit two copies to the City for its review. The City should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for prompt return to this office.

May we have your reply by Apr. 28 to enable completion of the plans for contract.

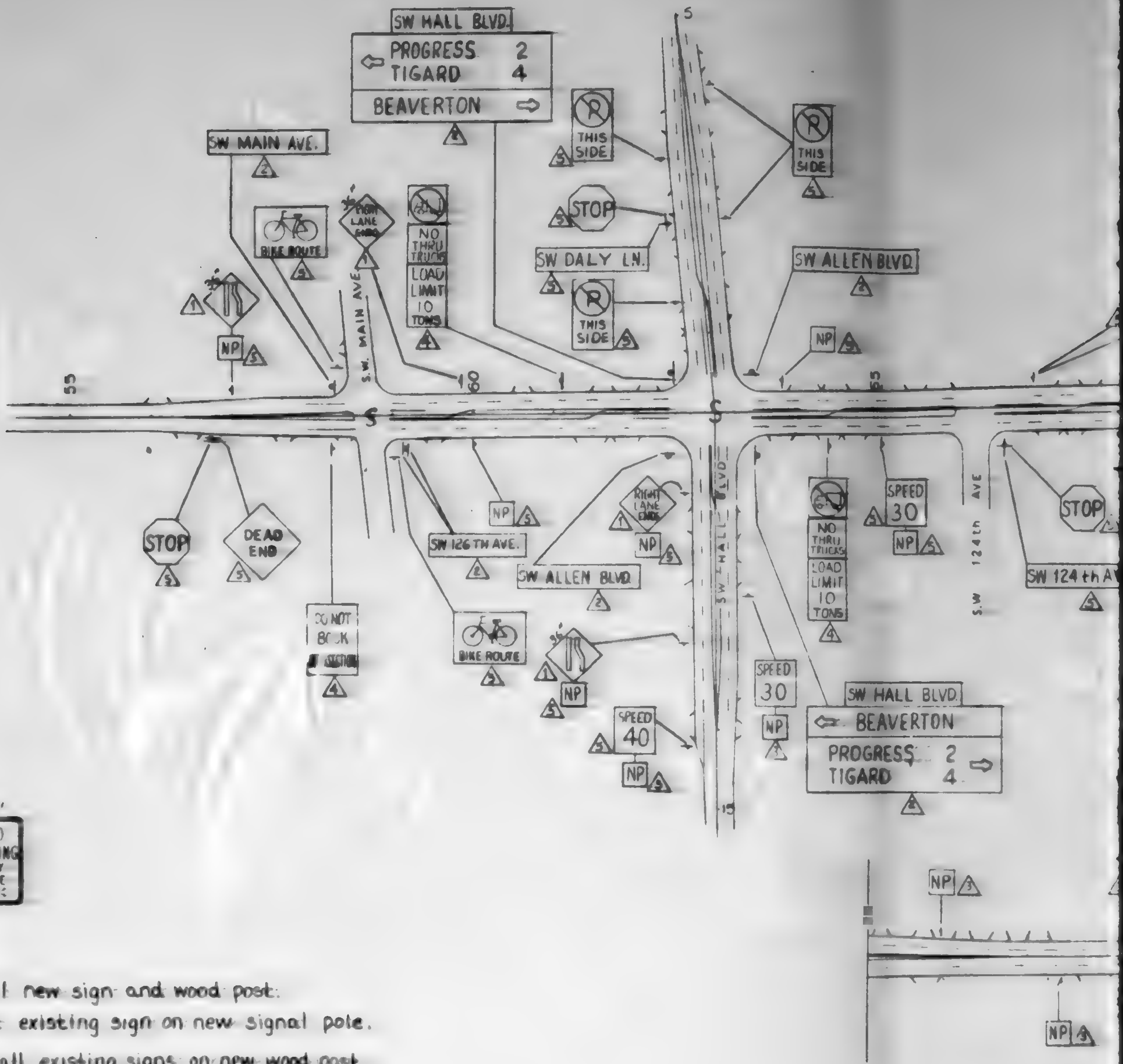
RECEIVED
1982
ROAD DESIGN
SECTION

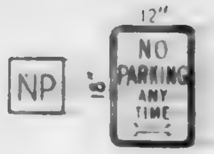
Versteeg
Anderson
Arain
Sullivan
Do Not
Return To
Action

ELS:ds
Attachments

cc: W.W. Geibel
D.N. Stoudenmeyer (2) ✓

1 plan kept by [illegible]


SW HALL BLVD.
PROGRESS 2
TIGARD 4
BEAVERTON
SW MAIN AVE.
BIKE ROUTE
RIGHT LANE ENDS
NO THRU TRUCKS
LOAD LIMIT 10 TONS
THIS SIDE
STOP
SW DALY LN.
SW ALLEN BLVD.
NP
S.W. MAIN AVE.
55
60
65
S.W. HALL BLVD.
STOP
DEAD END
DO NOT BLOCK INTERSECTION
SW 126TH AVE.
SW ALLEN BLVD.
SPEED 30
SPEED 40
S.W. 124th AVE.
SW 124th AV
BEAVERTON
PROGRESS 2
TIGARD 4
5
15
1
2
3
4
5


NP
12"
18"
NO PARKING ANY TIME

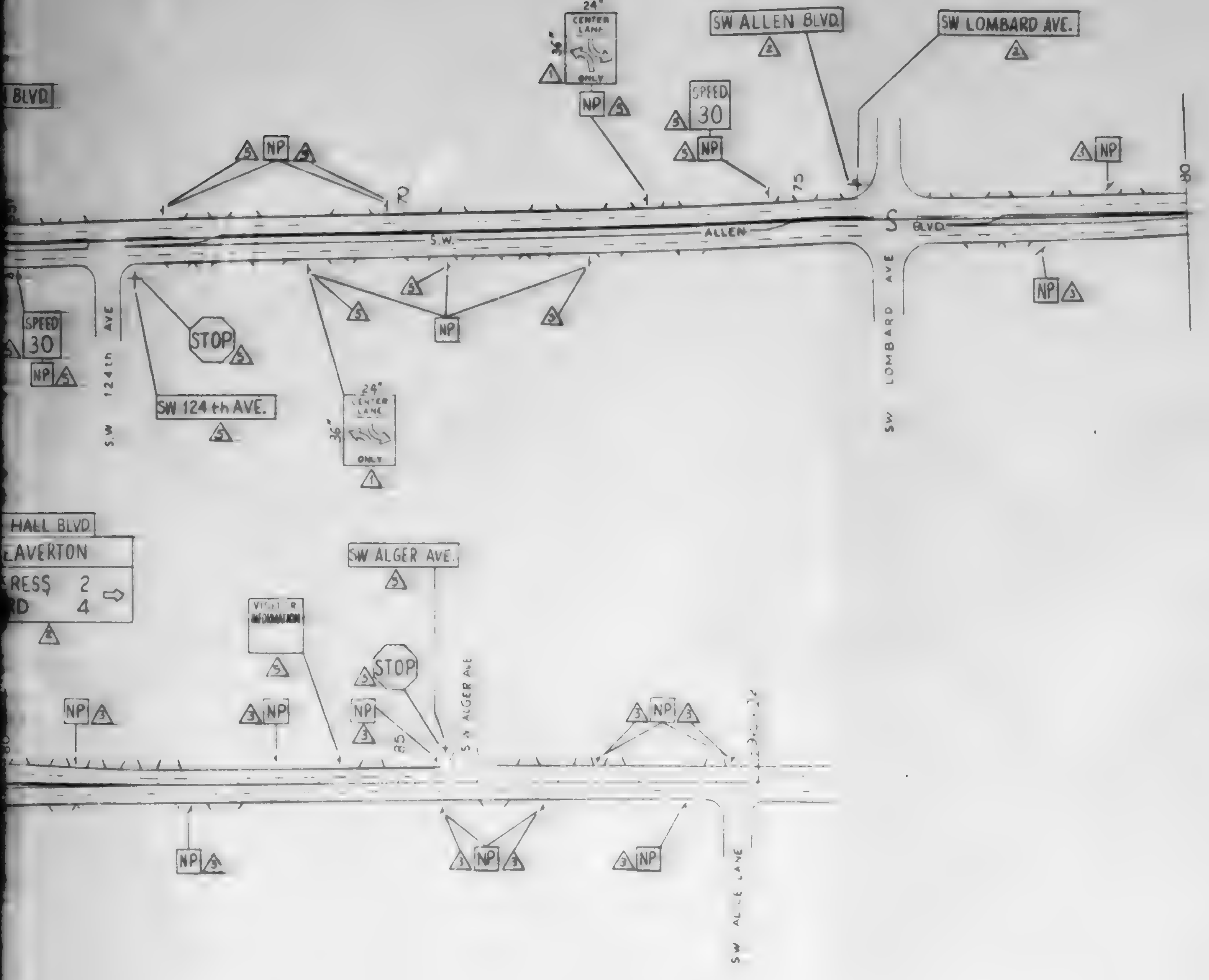
1 Install new sign and wood post.

2 Mount existing sign on new signal pole.

3 Reinstall existing signs on new wood post.

4 Remove existing signs.

5 Reinstall existing sign(s) on existing support.


BLVD
24"
CENTER LANE
36"
ONLY
1
NP
5
SW ALLEN BLVD
2
SW LOMBARD AVE.
2
SPEED 30
5
NP
5
5
NP
5
R
75
3
NP
80
S.W.
ALLEN
BLVD
SPEED 30
NP
5
STOP
5
SW 124th AVE.
5
S.W. 124th AVE
5
5
NP
5
24"
CENTER LANE
36"
ONLY
1
SW LOMBARD AVE
NP
3
HALL BLVD
EAVERTON
RESS 2
RD 4
SW ALGER AVE.
5
VISITOR INFORMATION
5
STOP
3
NP
3
NP
3
3
NP
3
NP
3
85
S.W. ALGER AVE
3
NP
3
80
NP
3
3
NP
3
3
NP
SW ALICE LANE

SIGNING PROJECT

SW MAIN AVE — SW ALICE LN (BEAVERTON) SEC FAU 9088 (SW ALLEN BLVD) WASHINGTON COUNTY			
Action	Date.	Signature	Title
Submitted	4-9-82	Doug Hofstetter	Traffic [illegible] Engr.
Approved			Sign Engineer
"			Traffic Engineer
"			Asst. Hwy. Engr.
Accepted			

9531

Beaverton

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: November 12, 1981

File No: 334-1912

TO: STEVE GREEN, R/W Supervisor
[redacted], R/W Descriptions Eng.

FROM: JIM McCLURE
Project Development Engineer

SUBJECT: Easements for Slopes
Alice — Main Section
Allen Boulevard
City of Beaverton

____Versteeg____
____Anderson____
____Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakeneg____

RECEIVED
NOV 1 1981
ROAD DESIGN SECTION

Do [illegible]
Return [illegible]
Brin [illegible]
Action

Pursuant to a meeting held with Lon Topaz, City Administrator for Beaverton, the permanent slopes shown on our right-of-way maps are to be changed to temporary easements. There are several reasons for the City's request which Mr. Bothman has agreed with. To minimize right-of-way costs, to eliminate the easement encumbrance on local businesses, and the City in the future does not want any maintenance obligations outside of the right-of-way line.

The permanent easements shown on the map are to be changed to "temporary easements for work area". The timeframe needed for the temporary easements should indicate two years or duration of project. Earl Purdy of our office has reviewed the right-of-way map and is of the opinion that there is no need for the permanent easement, and that the only need will be to flatten the slopes and blend the adjacent properties into the sidewalk grade.

Please proceed with the revisions necessary to the right-of-way map and options on the various properties. It is understood that our field right-of-way staff will proceed with the active files and change the permanent easements to temporary in the field.

po

cc: J. H. Versteeg
Bruce Boyd
Don Adams
Earl Purdy

1531

Beaverton

STATE OF OREGON

INTEROFFICE MEMO

TO: Gene St. Clair
Rodger Jarmer

DATE: November 12, 1981

FROM: Steven Green
Metro R/W Supervisor

SUBJECT: Allen Blvd. Project

1 Versteeg
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
NOV 13 1981
ROAD DESIGN SECTION

I have been advised by Jim McClure that all easements on Allen Boulevard will be changed from permanent to temporary 2 year construction easements. Please advise all appraisers and negotiators of this fact.

We will assume, based on conversations with our appraisers, that no change in just compensation will result from the modification. Until revised descriptions are received, it will be necessary for negotiators to amend the exhibit attached to the option to reflect this change.

SG: jb

cc: Rod Henry
Hank Wakerlig

Contains Recycled Materials
81-125-1387

SP*75693

9538 9-3-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10119

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/3/81
8. FEDERAL ROUTE NUMBER FAU 9088
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION
SW Main Avenue - SW Alice Lane (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 8/28/81 you are now authorized to proceed with the actual acquisition of the balance of right of way as outlined on R/W map 9B-18-22 at a TEC of $331,500 Federal Funds $281,775.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(Funds from FY 81 supplemental allocation)

REFER TO [illegible]

14. DATE 9/3/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9538

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 28, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-9088(3)
S.W. Main Ave.-S.W. Alice Lane (Beaverton) Sec.
Washington County

I request authorization to proceed with the actual acquisition of the balance of the right of way as programmed on the subject project with financing as follows:

	Total Cost	Federal Funds	%	Appn Code
Present	$776,500.00	$660,025.00	85	772
Previously Authorized	445,000.00	378,250.00	85	772
Difference	$331,500.00	$281,775.00	85%	

The right of way to be acquired is as outlined in red on map 9B-18-22 which was forwarded with our letter of July 13, 1981 and does not involve any relocation assistance.

This request is expected to be funded from the supplemental allocation of FY '81 Interstate Substitution funds.

CL:bkc

cc:	
J. Boyd	Judy Smith
F. Lowe	G. Zehner
J. Rose	General Files

Form 734-3122

4535

AGR

STATE OF OREGON **INTEROFFICE MEMO** files

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: August 18, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Agreement #190
Murray Blvd.-Alice Lane Sec.
Allen Boulevard
City of Beaverton
Washington County

MISC. CONTRACTS and
AGREEMENTS No. 5323

Attached is a fully executed copy of this agreement for the City and a copy for your files.

AE
mp
Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

9-11-81
Entered in
agree book

9538 7-16-81 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(3)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10119

2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/16/81	8. FEDERAL ROUTE NUMBER FAU 9088	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SW Main Avenue - SW Alice Lane (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 7/13/81 you are now authorized to proceed with the actual acquisition of files 51909 thru 51924 and 51936 thru 51949 at a TEC of $445,000 Federal Funds $378,250 as shown on R/W map 9B-18-22.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(Above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
JUL 17'81
REFER TO Moehring
FOR
Info | | R/D | D/R | Sign | Act | File

7/20

14. DATE 7/16/81	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9538

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 13, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10119
Project No. IX-9088 (3)
S.W. Main Ave. - S.W. Alice Ln. (Beaverton) Sec.
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-18-22 which are the necessary documents for my request of February 19, 1981.

I request the following:

Authorization to proceed with all phases of right-of-way acquisition for files 51909 thru 51924 & 51936 thru 51949 at an estimated total cost of $ 445,000 with an obligation of $ 378,250 in federal funds. The parcels to be acquired are as outlined in red on the enclosed right-of-way map and do not involve relocation assistance.

We will request authorization for additional right-of-way parcels when additional federal funds become available.

This request is based on the May 12, 1980 letter to you from F. B. Klaboe, Director of The Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL/lms
Enclosures

cc: R. N. Bothman
J. Boyd
F. Lowe
J. Rose
G. Zehner
General files

Form 734-3122

9538

3-18-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10119

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/81

8. FEDERAL ROUTE NUMBER FAU 9088

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Murray Blvd. - Alice Lane (Beaverton)

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the Rigth of Way phase provided for by the above project at a total estimated cost of $445,000 Federal Funds $378,250.

RECEIVED
STATE HWY ENGR
JUL 17 '81
REFER TO Moehring
FOR

[illegible]
to
7/20

14. DATE 2/18/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1538

Beaverton

Curt Duval
Metro Location Engineer

January 28, 1981

N-E. Mann
N. E. Mann
Design Engineer Supervisor

S.W. Main Ave.-S.W. Alice Lane (Beaverton)
FAU 9088 (Allen Boulevard)
Washington County

The drainage along Hall Boulevard, as shown in the detail map, is incomplete. The map does not show or indicate what to do with the water after it has been collected by the proposed inlets. Evidently there is an existing storm sewer system or a proposed new system, either of which is not shown and which will outfall the proposed inlets. These are circled in red on the enclosed plan sheets.

Would you review this and indicate how the proposed drainage along Hall Boulevard is to be outfalled.

NEM:ab
cc: Don Adams
Jim McClure
Norman Cuno

9538

2

September 30, 1980

City of Beaverton
City Hall
Beaverton, OR 97005

AGR 4-1

Attention: Gail Huber
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5373

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement to the Murray Boulevard-Alice Lane Section of Allen Boulevard in Beaverton.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

NOTED
E. S. HUNTER

ALLEN BOULEVARD

S.W. MURRAY - S.W. ALICE LANE
CITY OF BEAVERTON
WASHINGTON COUNTY, OREGON

FINAL ENVIRONMENTAL IMPACT STATEMENT

RECEIVED
TECHNICAL SERVICES
SEP 2'80
REFER TO
FOR

Info	Inves	R/D	S/R	Sign	Act	File

FEDERAL HIGHWAY ADMINISTRATION
AND
OREGON DEPARTMENT OF TRANSPORTATION

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SUMMARY

FINAL ENVIRONMENTAL IMPACT STATEMENT
ALLEN BOULEVARD
BEAVERTON, OREGON
(WASHINGTON COUNTY)

1. Federal Highway Administration
Administrative Action Environmental Statement

( ) Draft (X) Final

2. The following individuals may be contacted for further information concerning the proposed project and the contents of this environmental impact statement:

Mr. Glen Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E.
Salem, OR 97301
Phone: (503) 378-3832

Mr. D. H. Moehring
Program Management Engineer
Oregon Dept. of Transportation
Salem, Oregon 97310
Phone: (503) 378-6563

Mr. Gary Potter
Manager
Environmental Section
Oregon Dept. of Transportation
Salem, OR 97310
Phone: (504) 378-8486

Mr. Robert N. Bothman
Metropolitan Administrator
Oregon Dept. of Transportation
5821 N.E. Glisan Street
Portland, OR 97213
Phone: (503) 238-8226

3. The primary purpose of the project is to relieve congestion and improve pedestrian and vehicle safety along Allen Boulevard. The project is intended to improve levels of service, improve safety, redesign key intersections to enhance traffic flow, and incorporate design features in a way that preserves neighborhood quality.

4. Alternatives Considered

The Draft Environmental Impact Statement (DEIS) considered three proposed alternatives for the Allen Boulevard project. These alternatives included a no-build and two build alternatives. The build alternatives differed primarily in the width of the road, number of traffic lanes, and pedestrian and bicyclist access. Alternative A, the four (4) lane proposal was the Alternative selected to be advanced.

a. Selected Alternative A

The selected alternative will widen Allen Boulevard from a two lane to a four lane highway from Murray Boulevard to Alice Lane. The existing 34 to 40 feet right-of-way will be increased to 66 feet. The highway will widen to 72 feet at Hall and Lombard intersections in order to accommodate left turn lanes. The north side of the road will provide a landscaped strip and combination sidewalk-bikeway. The southside will include a landscape strip and sidewalk. The street width will be 44 feet from curb-to-curb, except at Hall and Lombard where it will be 56 feet. Selected Alternative A is consistent with the Beaverton Area General Plan, and LCDC goals. This alternative best meets the project goals of reducing existing traffic congestion, provides better pedestrian and bicycle safety, and provides a more fuel efficient system because of improved traffic circulation.

b. No-Build Alternative

The No-build alternative consists of maintaining Allen Boulevard as it is today, a 34-40 foot two-lane roadway within an existing right-of-way that varies from 50 to 66 feet in width.

c. Alternative B

Alternative B would overlay the existing roadway and widen it only at the major intersections. The intersection at Hall would be widened to 72 feet and would have the same design features as the Selected Alternative. The intersection at Lombard would be re-striped so that left-turn refuges could be included within the existing roadway. Allen Boulevard would be a two-lane facility with a continuous left-turn median lane.

5. Environmental Impacts

The Allen Boulevard improvement project is located in an urban setting. There are no wetlands, prime or unique farmlands, or rare or endangered species located within the project corridor. None of the alternatives would affect properties on the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings. There are no park or Section 4(f) lands that would need to be acquired or affected.

a. General Impacts of the No-Build Alternative

--The No-Build Alternative would accommodate less traffic than the build alternatives because of capacity restraints. Traffic would eventually be diverted to other streets causing negative traffic impacts to those facilities.

--Traffic circulation and turning problems would continue.

--The current high accident rates (6.81 accidents per million vehicle miles) would continue.

--Fuel consumption would be greatest under the no-build alternative. People would use other, longer routes to reach their destinations since Allen Blvd. would be highly congested.

--Not consistent with Land Conservation and Development Commission (LCDC) transportation goals; does not provide service through year 2000.

--Noise levels would be lower in 1998 than the present. Existing noise levels exceed federal design noise levels.

b. Major Impacts of the Selected Alternative A

--Improve traffic conditions; vehicle and pedestrian safety.

--Traffic flow will be improved by providing left-turn refuges.

--Accident rates will be lower than the no-build and Alternative B alternatives (5.22 accidents per million vehicle miles).

--The natural environment will not be significantly affected. Some subbase materials will be imported and several large fir trees removed. Smaller trees will be provided through the project landscaping.

--Selected Alternative A is the most consistent with the local transportation plan and adopted standards; and the most consistent with the Land Conservation and Development Commission goals.

--One house, a garage, gas pumps at two service stations, and a bus shelter will be displaced. Frontage landscape will be impacted.

--Noise level changes along Allen Boulevard will range from an increase of 3 dBA to a decrease of 3 dBA over the 1978 levels.

c. Major Impacts of Alternative B

--Levels of service would decline more rapidly and capacity could be reached as early as 1990.

--Circulation and traffic flow will be improved in this alternative by providing left turn refuges.

--Accident rates would be lower than the no-build (5.68 accidents per million vehicle miles) alternative.

--The natural environment would not be significantly affected; some subbase may be imported. Less chance of removal of large trees than in Alternative A. Less runoff than in Alternative A.

--Not consistent with the LCDC goals in that safe circulation and service would not be provided through the year 2000; or to the Beaverton Area General Plan street standards.

--Noise levels would be lower than no-build in 1998.

--Less fuel consumption than the no-build, but more consumption than Alternative A. Total energy consumption would be greatest under Alternative B.

The following is a Synoptic comparison to the three proposed alternatives identified in the DEIS.

SYNOPTIC COMPARISON OF ALTERNATIVES

(1998)

IMPACT	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B
NATURAL ENVIRONMENT			
Geography, Geology, Soils	N.A.	No major project constraints. Subbase materials may have to be imported.	Same as Alternative A.
Flora and Fauna	N.A.	Would require removal of some large fir trees. Provides additional habitat through landscaping.	Essentially same landscaping as Alternative A; less chance of removing fir trees.
Hydrology and Water Quality	N.A.	Increased runoff due to greater pavement area. Storm drains adequate.	Slightly less drainage than in Alternative A. Impact negligib over No-Build.
LAND USE			
Types of land uses	Continuation of present development patterns according to comprehensive plan.	Continuation of present development, although potentially greater demand for commercial uses. Area already urbanized.	Same as Alternative A.
Consistency with Beaverton Area General Plan street standards	Inconsistent	Consistent	Inconsistent
Consistency with other Beaverton Area General Plan policies	Generally consistent	Conflict because of noise at residences adjacent to road.	Generally more consistent than Alternative A.
Consistency with LCDC goals	Inconsistent with transportation goal—does not provide service.	Consistent	Consistent up to 1990 when capacity reached.

SYNOPTIC COMPARISON OF ALTERNATIVES (cont'd)

IMPACT	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B
CULTURAL RESOURCES			
Removal of historical sites or buildings.	N.A.	None	None
ECONOMICS			
Reduced assessed valuation cause by increased right-of-way	N.A.	Greater than in Alternative B	Slight
Influence of noise levels on property values	Slight	Greatest in A. Total extent or effect cannot be determined.	Slight
Slower speeds and higher vehicle operating costs.	N.A.	Minimal	Greatest in Alternative B.
TRAFFIC			
Level of Service	Accommodates less traffic because of capacity constraint. Level of service E at Hall by about 1981. Diverts traffic to other area streets, increasing those volumes and causing associated negative traffic impacts.	Accommodates more traffic on Allen. Level of service E at Hall, D at Murray, and B at others	Accommodates more traffic on Allen. Level of service E-F at Hall; E at Murray and Erickson; D at Wilson and C at Lombard. Will reach capacity about 1990.
Circulation	Turning conflicts remain.	Wider roadway; intersection turn lanes provide refuge.	Provides continuous lane for left turns. Intersection turn lanes provide refuge.
Accidents	Current accident rates	Accident rate substantially lowered; best of three. Total of 70 accidents estimated for 1998.	Accident rate lowered. Total of 76 accidents estimated for 1998.

SYNOPTIC COMPARISON OF ALTERNATIVES (cont'd)

IMPACT	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B
TRAFFIC (cont.)			
Travel Speed	Increased traffic lowers speed, especially between 130th and Murray. Estimated 1998 speeds generally higher than Alternative B, but lower than Alternative A.	Speeds slightly lower than existing, but substantially more traffic accommodated. Highest speed of all alternatives in 1998.	Speeds lower than existing, but substantially more traffic accommodated. Lowest speed of all alternatives in 1998.
Improve pedestrian safety	Increased traffic makes crossings more difficult. No improvement in lateral clearance between pedestrians and vehicles.	Wider sidewalks, with greater clearance from curb lane. Best of three alternatives, but wider street to cross.	Limited separation from curb. Increased traffic makes crossing more difficult.
Improve access to public transit.	Increased traffic causes more delay.	Provides better travel speed and reduces travel time. Buses will cause less congestion at stops because of more street width.	Less congestion until 1990, causing reduced travel time. More congestion after 1990, causing increased travel time.
SOCIAL CONDITIONS			
Improve appearance	No improvement.	More landscaping. Some may feel street too large.	Provides no landscaping.
Bicycle movement	Would be less conducive to bicycle travel because of increased congestion.	Improved circulation and access. Best of three alternatives. Continuous sidewalks can be used by bicycles although the proposed sidewalks are narrower than standard bikeways.	Narrow through-traffic lanes and high traffic volumes create conflicts. Continuous left-turn lane restricts lane width over entire project, by reducing through-lane width from existing 17 to 20 feet to 11 feet. Continuous sidewalks could be used by bicycles.

SYNOPTIC COMPARISON OF ALTERNATIVES (Con'd)

IMPACT	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B
DISPLACEMENT AND RELOCATION			
Displacement of businesses	N.A.	Two gas stations would lose a set of pumps.	Same as Alternative A
Residences	N.A.	One residence and one garage in right-of-way would be displaced.	Same as Alternative A
Other structures	N.A.	Tri-Met bus shelter would have to be moved.	Same as Alternative A
VISUAL			
Enhancement of visual quality	None	Street trees and other landscaping provide considerable improvement over No-build. More opportunities for landscaping than in Alternative B.	Provides no landscaping.
AIR QUALITY			
Carbon Monoxide	75% less than present; least emissions of all alternatives (384.4 kg/average day) in 1998.	61% less than present second-best levels of emissions (596.4 kg/average day) in 1998.	52% less than present; worst emissions of all alternatives (741.7 kg/average day) in 1
	No violations of Federal 8-hour standards.	Same as No-Build.	Same as No-Build.
NOx, HC, TSP, Pb	Below present levels; no violations of standards.	Same as No-Build.	Same as No-Build.
NOISE			
No. of structures exceeding FHWA Design Noise Levels	0	59	0

SYNOPTIC COMPARISON OF ALTERNATIVES (Cont'd)

IMPACT	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B
PUBLIC SERVICES			
Power and telephone	No change.	Line relocations necessary.	Same as Alternative A.
Gas and Water	No change.	Minor adjustments.	Minor adjustments.
Storm and sanitary sewer	No change.	Increase in stormwater run-off; does not exceed capacity.	Negligible increase.
Emergency services	No change.	Improved access.	Slightly improve circulation.
ENERGY			
Fuel consumption	Worst of three because of congestion and use of other routes.	Best of three because of good circulation.	Better than No-build, but more consumption than Alternative A.

6. Agencies and organizations receiving copies of the draft statement:

a. Federal Agencies

U.S. Department of Agriculture

U.S. Department of the Army Corps of Engineers

U.S. Department of Commerce

National Marine Fisheries Service
Deputy Assistant Secretary for Environmental Affairs

U.S. Department of Energy

U.S. Department of Housing and Urban Development

*U.S. Department of Interior

U.S. Department of Transportation

Federal Aviation Administration

*Environmental Protection Agency

U.S. Coast Guard

b. State of Oregon Agencies

*Intergovernmental Relations Division, Executive Department

Environmental Studies Center, University of Oregon

Oregon Environmental Council

*Department of Environmental Quality

*Department of Fish and Wildlife

c. Other Agencies

City of Beaverton

City Council
City Engineer
Planning Division
Planning Commission
Beaverton Urban Renewal Agency

Beaverton School District #48

Beaverton City Library

Beaverton Fire Department

Beaverton Chamber of Commerce

Washington County

Department of Public Works
County Commisioners
Fire Marshall, District #1

Tri-Met

Metropolitan Service District

d. Miscellaneous Groups

Citizens Advisory Committee

League of Women Voters

e. Utilities

Northwest Natural Gas

General Telephone

Portland General Electric

f. Comprehensive Planning Organizations

Washington County CPO No. 1, No. 3, No. 4, No. 6, and No. 7

g. Newspapers

The Valley Times

7. The Draft Environmental Impact Statement was made available to the Environmental Protection Agency and the public on June 14, 1979.

*Those commenting on the Draft Environmental Impact Statement.

FOREWORD

This is the Final Environmental Impact Statement for the S.W. Murray Boulevard-Alice Lane, Allen Boulevard improvement project. The purpose of the project is to relieve traffic congestion, improve vehicle and pedestrian safety and to improve the levels of service. The approval of this document will constitute design approval which will allow final plans, specifications and estimates to be prepared and right-of-way acquisition to proceed.

The Draft Environmental Impact Statement which addressed a no-build and two build alternatives was distributed to interested public agencies and concerned citizens in June 1979. This FEIS describes those alternatives with an emphasis placed on the Selected Alternative.

On Tuesday, July 31, 1979, a public hearing was held at Highland Park Junior High School, Beaverton, Oregon to receive comments on the DEIS. Approximately 170 people attended the hearing. Twenty nine (29) persons gave oral testimony at the meeting, while 41 persons made written comments. Prior to the hearing, an informational session was held in the afternoon where interested people could review the DEIS, project maps and other material.

Alternative A, the four lane proposal has been selected for advancement. There are no major design changes in this proposal from the DEIS. The selection is based on the overall needs of Beaverton as specified in the Beaverton General Plan. On October 1, 1979, the Beaverton City Council approved Alternative A as the proposal to be adopted.

Specific responses to questions and comments from other agencies and the public have been answered in the Comments and Response section of this document. Responses to comments made at the hearing are contained in the Public Hearing Results section. Detailed information has been omitted from this document for brevity, but can be found in the Technical Volume of the DEIS. This volume is available for review from the Oregon Department of Transportation, Metropolitan Section, 5821 N.E. Glisan, Portland, Oregon 97213 or the Environmental Section, Room 412 Transportation Building, Salem, Oregon 97310. Copies are also available for review at the Beaverton City Hall and Library.

PROJECT DESCRIPTION

PROJECT DESCRIPTION

The proposed project will improve traffic flow, safety and level of service on a portion of Allen Boulevard in Beaverton, Oregon. This section of the Final Environmental Impact Statement (FEIS) describes the project's location and setting, history, purpose, the alternatives considered with special emphasis on the Selected Alternative, and coordination and public involvement.

PROJECT LOCATION AND SETTING

Allen Boulevard is located in the City of Beaverton, Washington County, Oregon. Beaverton is a suburban community in the greater Portland metropolitan area. Figure 1 shows the project location in relation to metropolitan Portland and the region. Improvement is proposed for a 1.5-mile section of Allen Boulevard from Murray Boulevard on the west to Alice Lane near the Highway 217 interchange on the east. Figure 2 shows the project area within Beaverton.

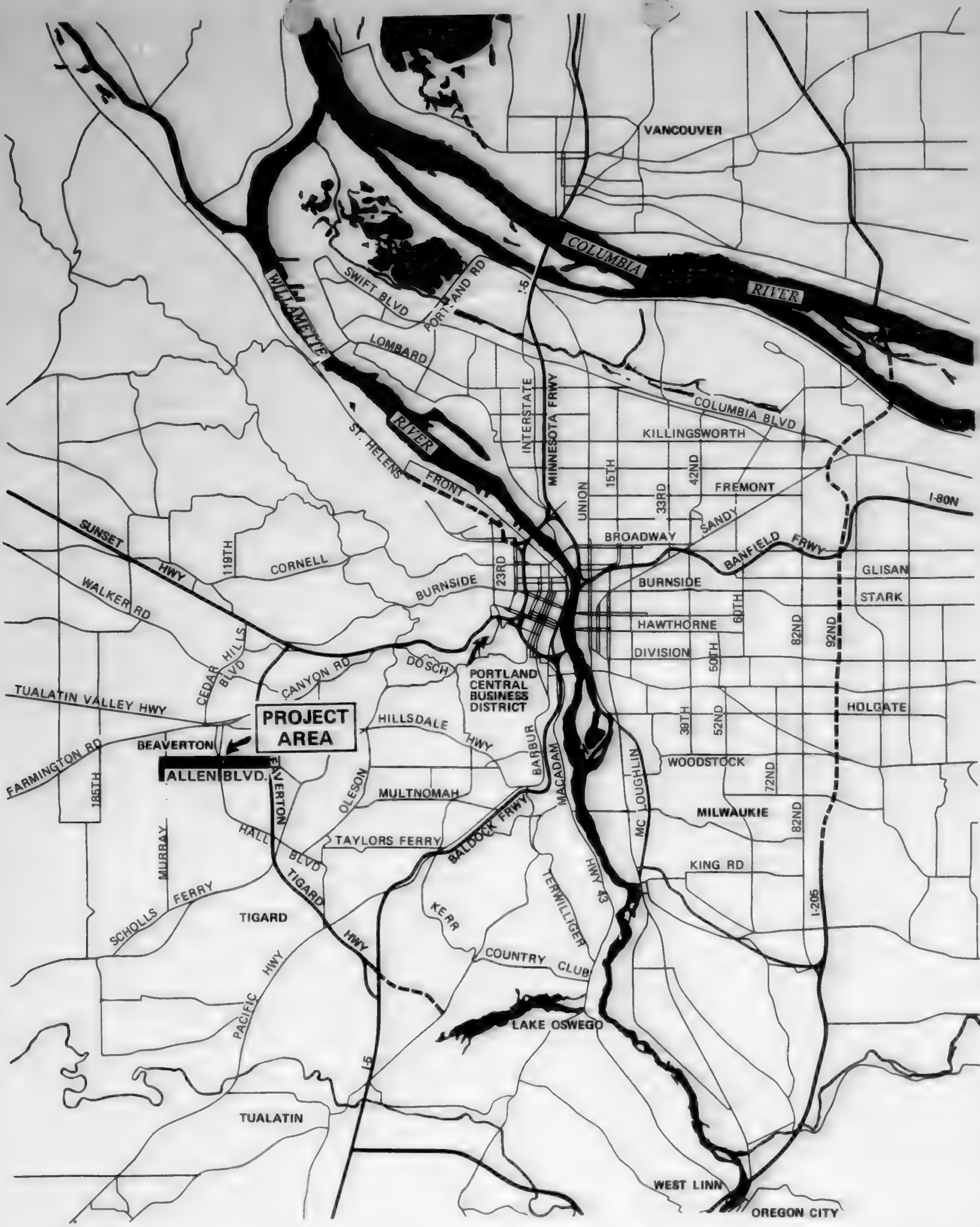
PROJECT PURPOSE AND NEED

The primary purpose of the project is to relieve current traffic congestion by providing additional capacity and improving levels of service. The improvements are needed to accommodate the future population and traffic growth in central Beaverton. The magnitude of the problem is indicated by the historic traffic volume growth on Allen:

1958: 1,000 to 2,000 average daily traffic (ADT)
1975: 9,800 to 16,500 ADT
1978: 14,000 to 17,600 ADT

The current capacity of Allen Boulevard is about 20,000 to 21,000 vehicles per day, at a low level of service (LOS E). The purpose of the project is to improve traffic flow along Allen Boulevard to accommodate more vehicles. The proposed build alternatives would raise the level of service considerably to ease congestion and reduce travel times.

Another purpose of the project is to improve pedestrian and vehicle safety. The accident rate (especially rear-end accidents) can be expected to drop significantly with improved signalization and traffic flow. Pedestrian safety will also be enhanced by additional signals, sidewalks, and crosswalks.


VANCOUVER
COLUMBIA
RIVER
WILLAMETTE
RIVER
SWIFT BLVD
PORTLAND RD
LOMBARD
I-5
INTERSTATE
MINNESOTA FRWY
COLUMBIA BLVD
KILLINGSWORTH
ST. HELENS
FRONT
UNION
15TH
33RD
42ND
FREMONT
I-80N
SUNSET
HWY
119TH
CORNELL
BROADWAY
SANDY
BANFIELD FRWY
WALKER RD
BURNSIDE
23RD
BURNSIDE
GLISAN
STARK
HAWTHORNE
60TH
CEDAR HILLS
BLVD
CANYON RD
DOSCH
PORTLAND
CENTRAL
BUSINESS
DISTRICT
DIVISION
50TH
82ND
92ND
TUALATIN VALLEY HWY
PROJECT
AREA
HILLSDALE
HWY
39TH
52ND
HOLGATE
FARMINGTON RD
BEAVERTON
ALLEN BLVD.
EVERTON
BARBUR
MACADAM
MC LOUGHLIN
WOODSTOCK
72ND
185TH
OLESON
MULTNOMAH
MILWAUKIE
82ND
MURRAY
HALL
BLVD
TAYLORS FERRY
BALDOCK FRWY
HWY 43
KING RD
SCHOLLS
FERRY
TIGARD
TIGARD
HWY
KERR
TERWILLIGER
I-205
PACIFIC
HWY
COUNTRY
CLUB
LAKE OSWEGO
I-5
TUALATIN
WEST LINN
OREGON CITY

NORTH

FIGURE 1
PROJECT LOCATION

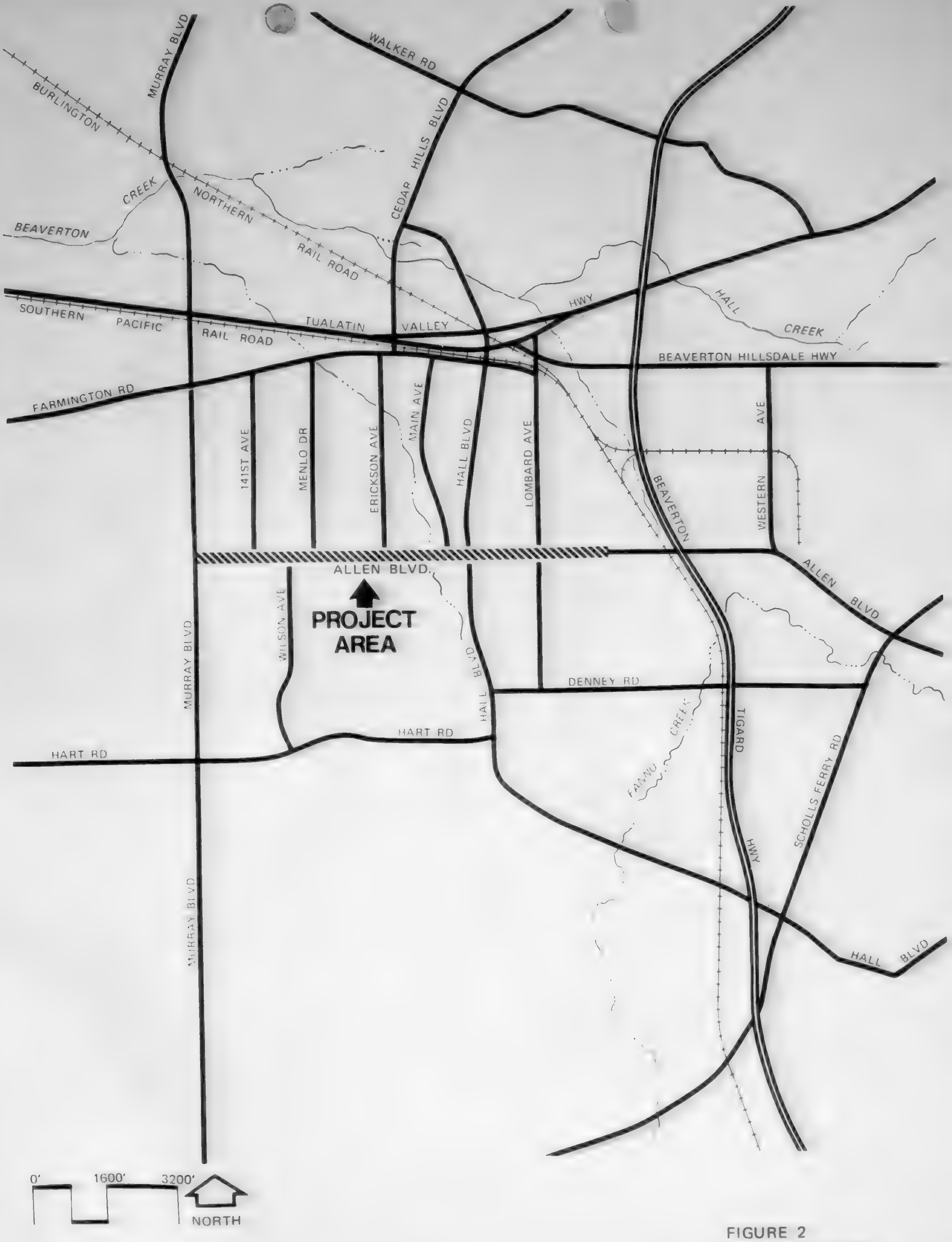

MURRAY BLVD
WALKER RD
BURLINGTON
NORTHERN
RAIL ROAD
CEDAR HILLS BLVD
BEAVERTON
CREEK
SOUTHERN PACIFIC RAIL ROAD
TUALATIN VALLEY HWY
HALL CREEK
BEAVERTON HILLSDALE HWY
FARMINGTON RD
141ST AVE
MENLO DR
ERICKSON AVE
MAIN AVE
HALL BLVD
LOMBARD AVE
WESTERN AVE
BEAVERTON
ALLEN BLVD.
ALLEN BLVD
WILSON AVE
PROJECT AREA
DENNEY RD
FANNO CREEK
HART RD
HART RD
TIGARD HWY
SCHOLLS FERRY RD
HALL BLVD
0'
1600'
3200'
NORTH

FIGURE 2
PROJECT AREA

Allen Boulevard is the principal east-west arterial through this relatively densely populated portion of Beaverton. The Allen Boulevard improvements are an extension of the interchange improvements at Highway 217. The interchange has been designed to tie into either a two- or four-lane Allen Boulevard. The interchange improvements began in 1979.

PROJECT ORIGIN AND HISTORY

The 1958 Beaverton Arterial Streets Plan showed Allen Avenue (now Allen Boulevard) as a minor country road in fair-to-poor condition, with traffic volumes of 1,000 to 2,000 average daily traffic (ADT) and a right-of-way of 40 to 50 feet. The plan showed Allen eventually being upgraded to the status of collector, with a 36-foot paved surface and a 60-foot right-of-way. Allen's status as a collector was ensured, in the view of the 1958 planners, by the fact that the Multnomah Expressway was to have been built just south of it and could handle all major east-west traffic flows for south Beaverton.

The Multnomah Expressway was never built. It was not on the Interstate system, other funds were not available, and public policy deemphasized freeways in favor of other improvements and modes of transportation. Growth in south Beaverton exceeded the planners' projections, and options for other locations of east-west arterials were closed as development occurred.

The 1972 Beaverton Area General Plan and the 1976 South Beaverton Arterial Study upgraded Allen to an arterial as a replacement for the Multnomah Expressway. Allen was to have a 64-foot right-of-way, four travel lanes, and no onstreet parking. The 1976 study noted that the Allen Boulevard improvements, estimated to cost $500,000, could be funded 78 percent by the federal government, 11 percent by the state government, and 11 percent by the City of Beaverton.

Shortly after completion of the 1976 arterial study, the City of Beaverton initiated work on a draft EIS on the Allen improvement. The city contracted with CH$_2$M Hill to prepare a noise study; the city's staff was to prepare the Draft

Environmental Impact Statement (DEIS). Work on the DEIS and noise study was delayed while the City Council held hearings on and adopted the 1976 South Beaverton Arterial Plan (June 1976), the city awaited authorization from the state and the federal government to obtain federal aid for the road (December 1976) and CRAG approved the funding and plans (March 1977). In March 1977, the city contracted with the Oregon Department of Transportation (ODOT) to prepare the EIS and to do preliminary engineering.

DESCRIPTION OF THE SELECTED ALTERNATIVE A

The DEIS considered two build alternatives and a No-Build Alternative. Build Alternative A was selected as the alternative to be advanced.

Alternative A is a 66 to 72-foot right-of-way plan and is basically the same as the plan outlines in the Beaverton Area General Plan. It will be a four-lane facility with a 66-ffot right-of-way, widening to 72 feet at the Hall and Lombard intersections to accommodate left-turn lanes (Figure 3).

A 4-1/2-foot planter strip and a 7-foot sidewalk/bikeway are proposed on the north side of the street. The south side includes a 5-1/2-foot planter and a 4-foot sidewalk. Planter strips will not be constructed at the intersections at Hall and Lombard where only an 8-foot walk will be built on each side. The street will be widened at these intersections to accommodate turning movements. Figure 4 shows the Selected Alternative section. The basic street width as described in the Beaverton Area General Plan under Alternative A will be 44 feet curb-to-curb and 56 feet at major intersections. Two signals will be added, on at Erickson and one at Wilson. All the signals along Allen will then be intertied to optimize traffic flow.

DESCRIPTION OF ALTERNATIVES NOT ADVANCED FOR APPROVAL

NO-BUILD ALTERNATIVE

Under the No-build alternative Allen Boulevard would remain as it is today, a two-lane, essentially 34 to 40-foot (curb-to-curb) road. No improvements would be added; however, normal maintenance would continue.

Figure 5 shows the No-build alternative. No additional right-of-way would be purchased or provided. Intersections would not be widened to accommodate turning movements.

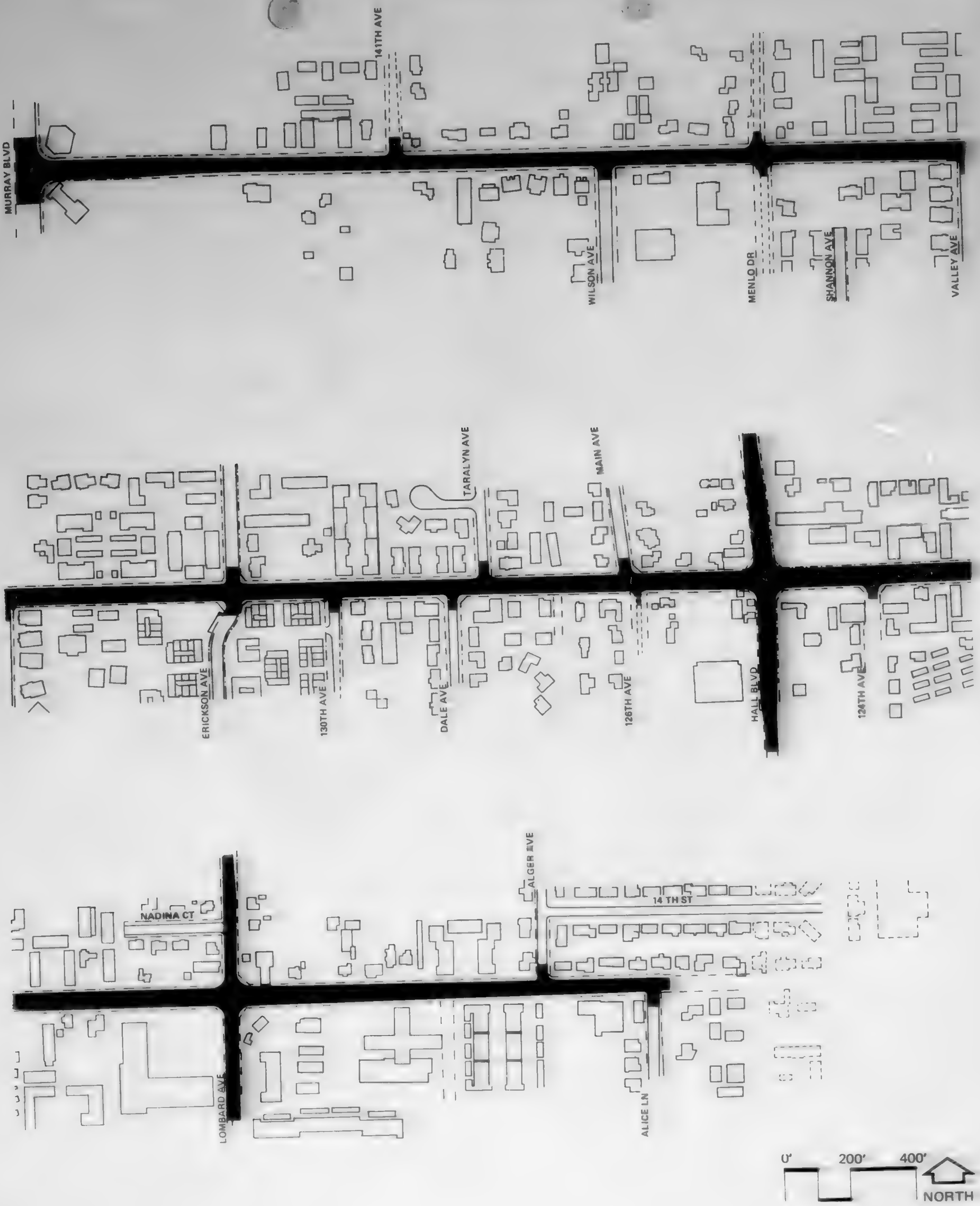

MURRAY BLVD
141TH AVE
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
ERICKSON AVE
130TH AVE
DALE AVE
126TH AVE
HALL BLVD
124TH AVE
NADINA CT
ALGER AVE
14 TH ST
LOMBARD AVE
ALICE LN
0'
200'
400'
NORTH

FIGURE 3
SELECTED ALTERNATIVE A

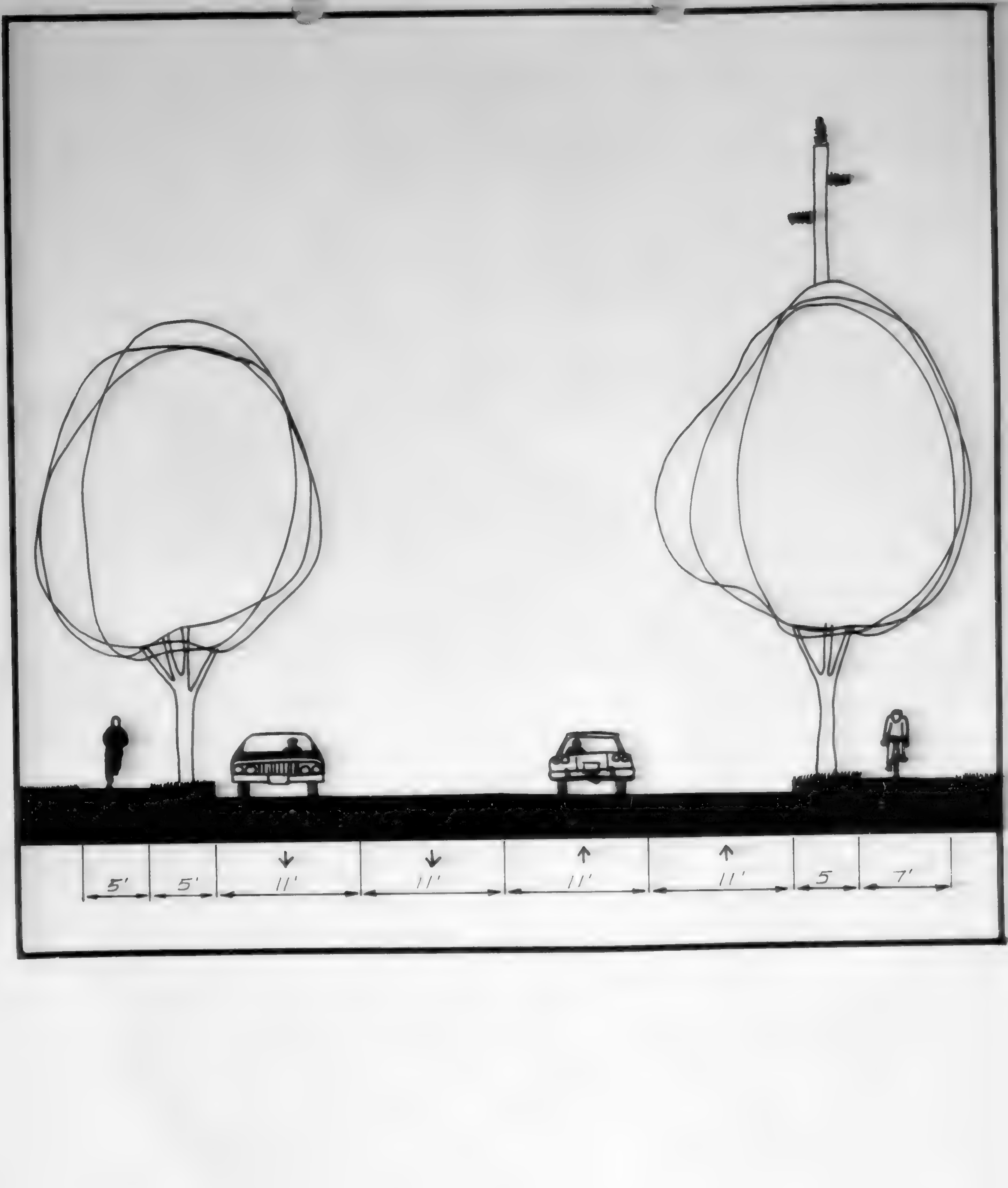

5'
5'
11'
11'
11'
11'
5
7'

FIGURE 4
SELECTED ALTERNATIVE A SECTION

Figure 6 shows typical cross-sections for the No-Build Alternative at 50 and 60 feet right-of-ways. The road width varies from 34 to 40 feet, and the sidewalk, bikeway, and planting strips vary from 7 to 10 feet.

ALTERNATIVE B

Alternative B (Figure 7) would overlay the existing street and widen it only at major intersections. The intersection at Hall would have the same design as the intersection at Hall in Alternative A; this includes some improvement to Hall. Under this alternative, the street would be a two-lane facility with a continuous left-turn refuge and with one additional right turn lane going west to north at the Allen-Lombard intersection. The intersection of Allen and Lombard would be restriped so that left-turn refuges could be included on Lombard within the existing roadway. Two signals would be installed at Wilson and Erickson, and all signals on Allen would be intertied or run by computer. Figure 8 shows the typical Alternative B cross-section.

COORDINATION, PUBLIC INVOLVEMENT, AND PUBLIC HEARING RESULTS

A Citizen Advisory Committee (CAC) comprised of area residents, local business people and members of neighborhood associations, and a Technical Advisory Committee (TAC) made up of representatives from the Federal Highway Administration, Oregon Department of Transportation, Department of Environmental Quality, City of Beaverton, Washington County and Tri-Met were chosen to assist in selecting the alternatives to be considered in the Draft Environmental Impact Statement. On May 24, 1978, ODOT held a public workshop so that interested Beaverton area residents would have an opportunity to give their imput into the project. Following the workshop the CAC and TAC selected two build alternatives and a no-build alternative to be proposed in the DEIS.

Several other alternatives were also considered but were dropped by the CAC and TAC because of the lack of public support. These alternatives were as follows:

1. A 66-foot right-of-way plan taken from the Beaverton Area General Plan. This alternative was the same as the existing Alternative A except at major intersections. This alternative did not propose widening intersections, which reduced the planting strip and sidewalk area to five feet on

each side. This smaller sidewalk area was not agreeable with either the city or the state.

2. A 66-foot right-of-way with a continuous left-turn lane throughout the length of Allen. It would have provided a 56-foot-wide roadway, curb-to-curb, leaving only five feet on each side to build a sidewalk and planter strips. This alternative was eliminated because of this small amount of side space. It was considered unsafe and did not have enough room for pedestrian safety and planter strips. Also, the capacity of Allen under this alternative was little, if any, more than the capacity under Alternative A.

3. An 82-foot right-of-way plan. It consisted of four 12-foot travel lanes, two in each direction, and a 12-foot continuous left-turn lane. The north side had a 12-foot buffer strip that included a 4-1/2 foot planter strip, and 7-foot sidewalk/bikeway, and the south side included a 5-1/2-foot planter and a 4-foot sidewalk. This alternative would have had severe impacts upon the neighborhood and businesses. The cost was also very prohibitive and beyond the original scope of this project. This alternative was therefore not pursued.

On Tuesday, July 31, 1979, ODOT conducted a Public Hearing on the Allen Boulevard improvement project. The hearing was held at Highland Junior High School at 7:30 p.m. and was conducted by Beaverton City Councilwoman Ann Schmidt. An informational session was held during the afternoon preceeding the hearing to provide up-to-date information and answer questions about the proposed project.

Approximately 170 interested Beaverton area citizens attended the hearing. Twenty nine people gave oral testimony on the project while thirty four persons submitted written comments. In addition to the oral and written testimony received at the hearing, ODOT received 28 letters commenting on the proposals. The following is a summary of the alternative preference and hearing comments relating to the Draft Environmental Impact Statement.

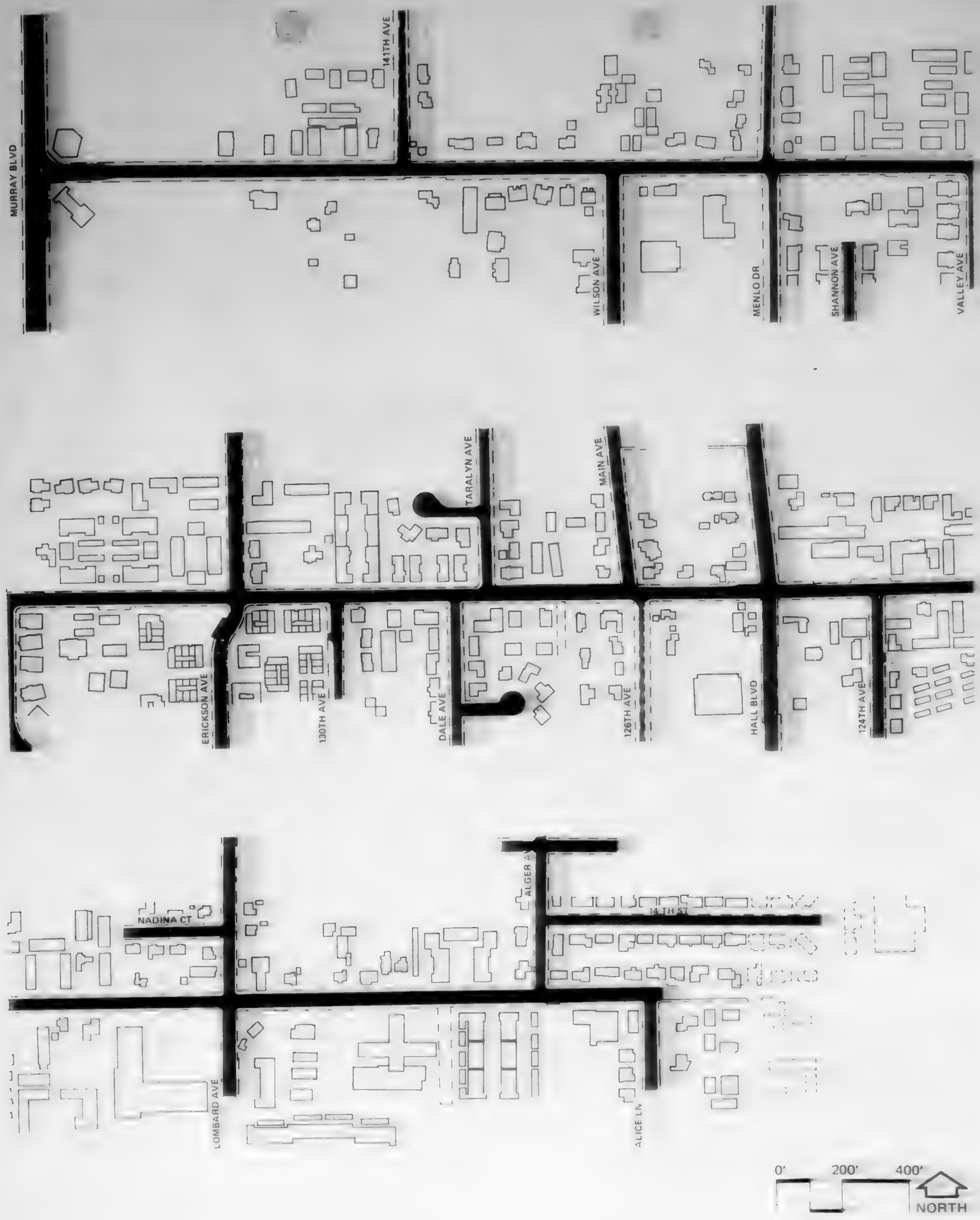
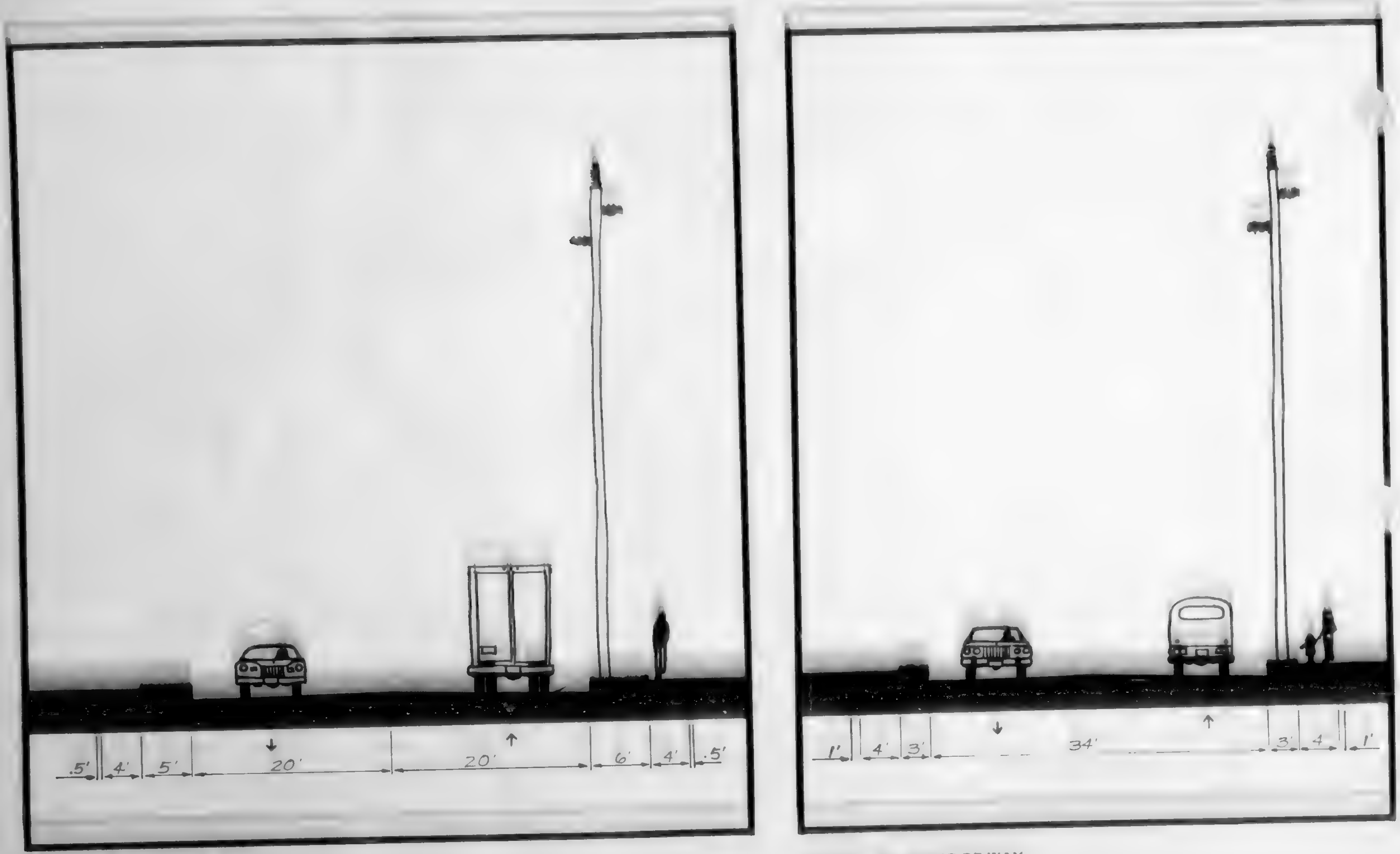

MURRAY BLVD
141TH AVE
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
ERICKSON AVE
130TH AVE
DALE AVE
126TH AVE
HALL BLVD
124TH AVE
NADINA CT
ALGER AV
14 TH ST
LOMBARD AVE
ALICE LN
0'
200'
400'
NORTH

FIGURE 5
NO-BUILD ALTERNATIVE

FIGURE 6
NO-BUILD SECTION


.5'
4'
5'
20'
20'
6'
4'
.5'
1'
4'
3'
34'
3'
4
1'

TYPICAL 60' RIGHT-OF-WAY

TYPICAL 50' RIGHT-OF-WAY

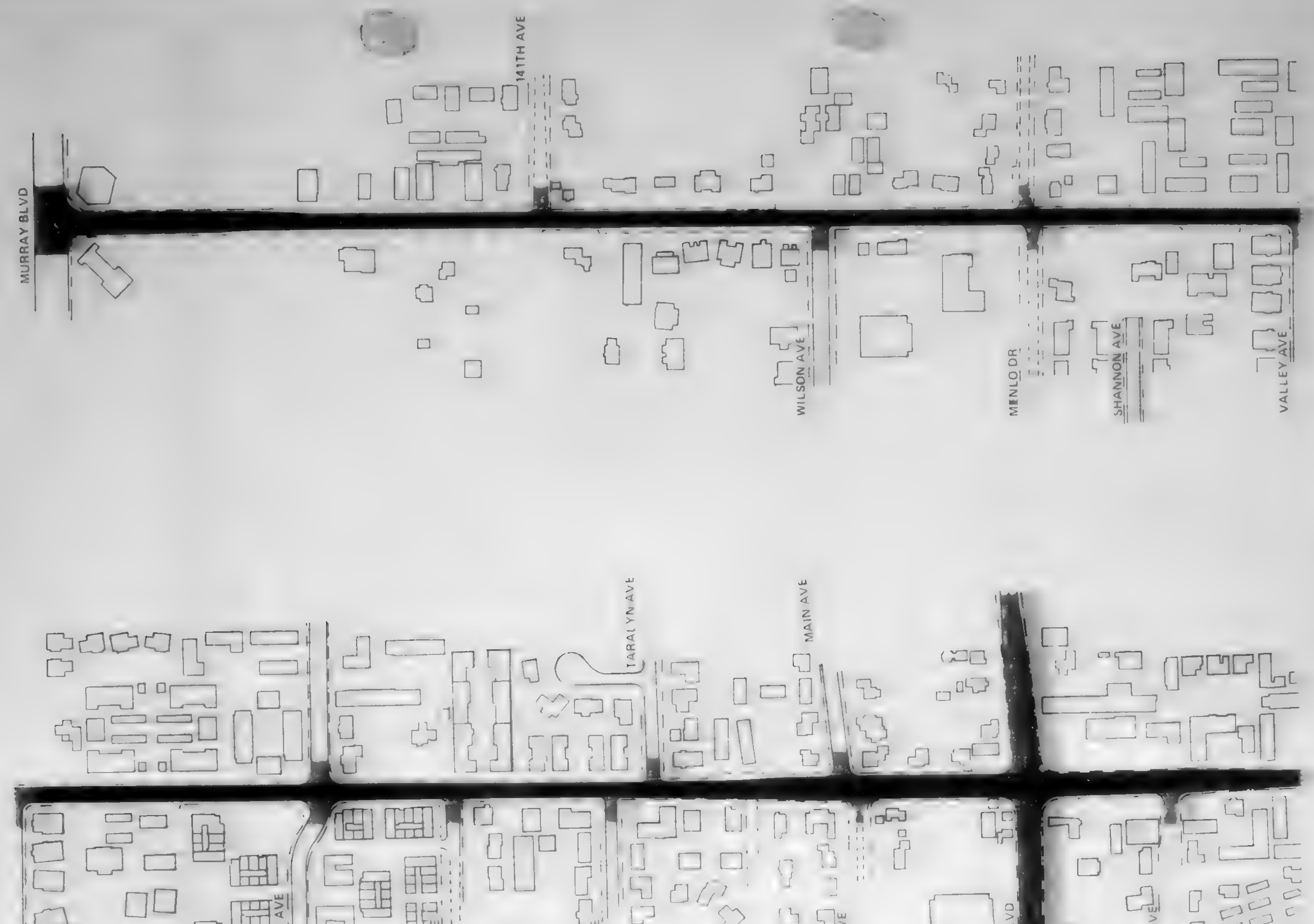
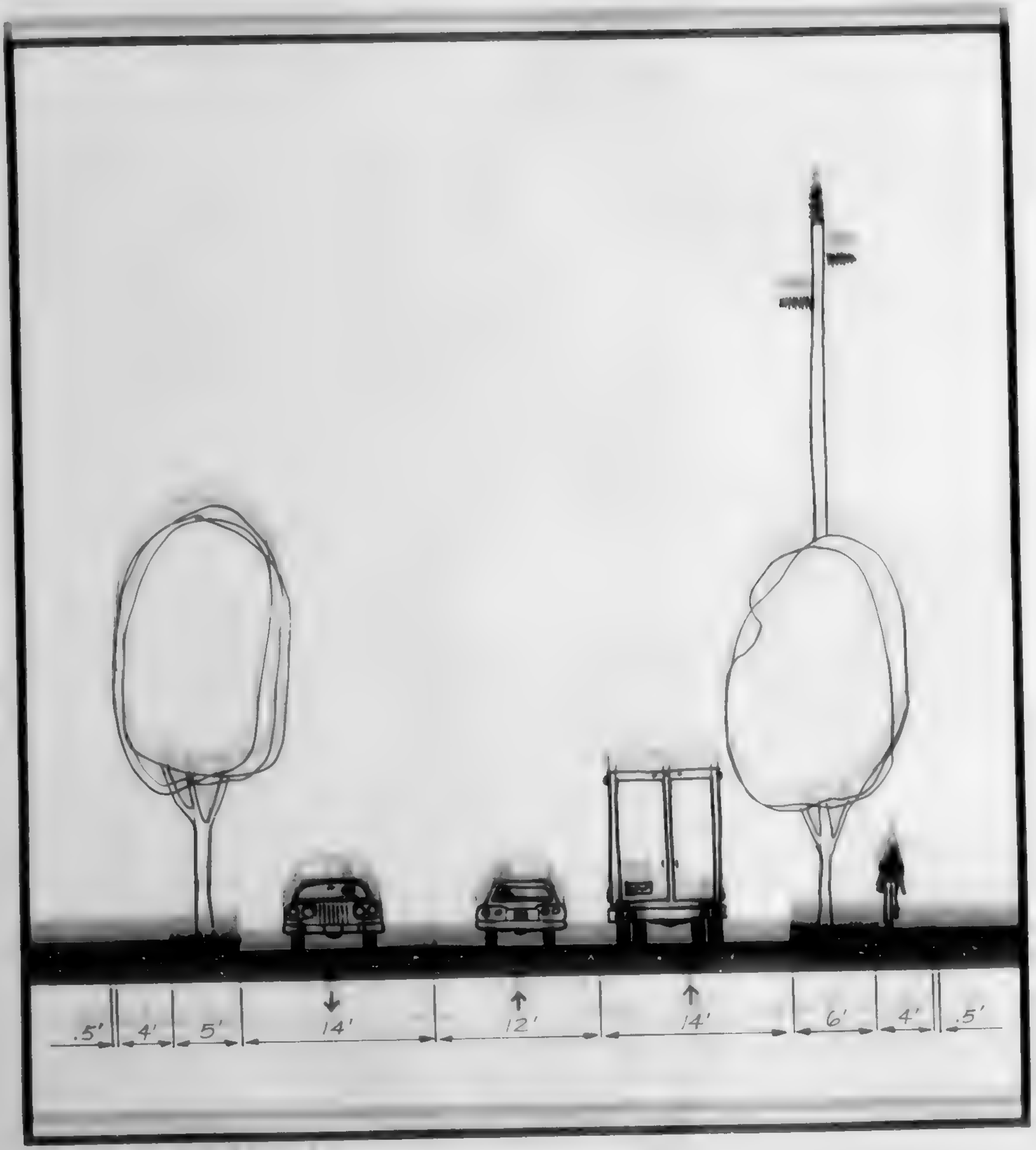

MURRAY BLVD
141TH AVE
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
ERICKSON AVE
130TH AVE
DALE AVE
126TH AVE
HALL BLVD
124TH AVE
ALGER AVE
NADINA CT
14 TH ST
0'
200'
400'
NORTH

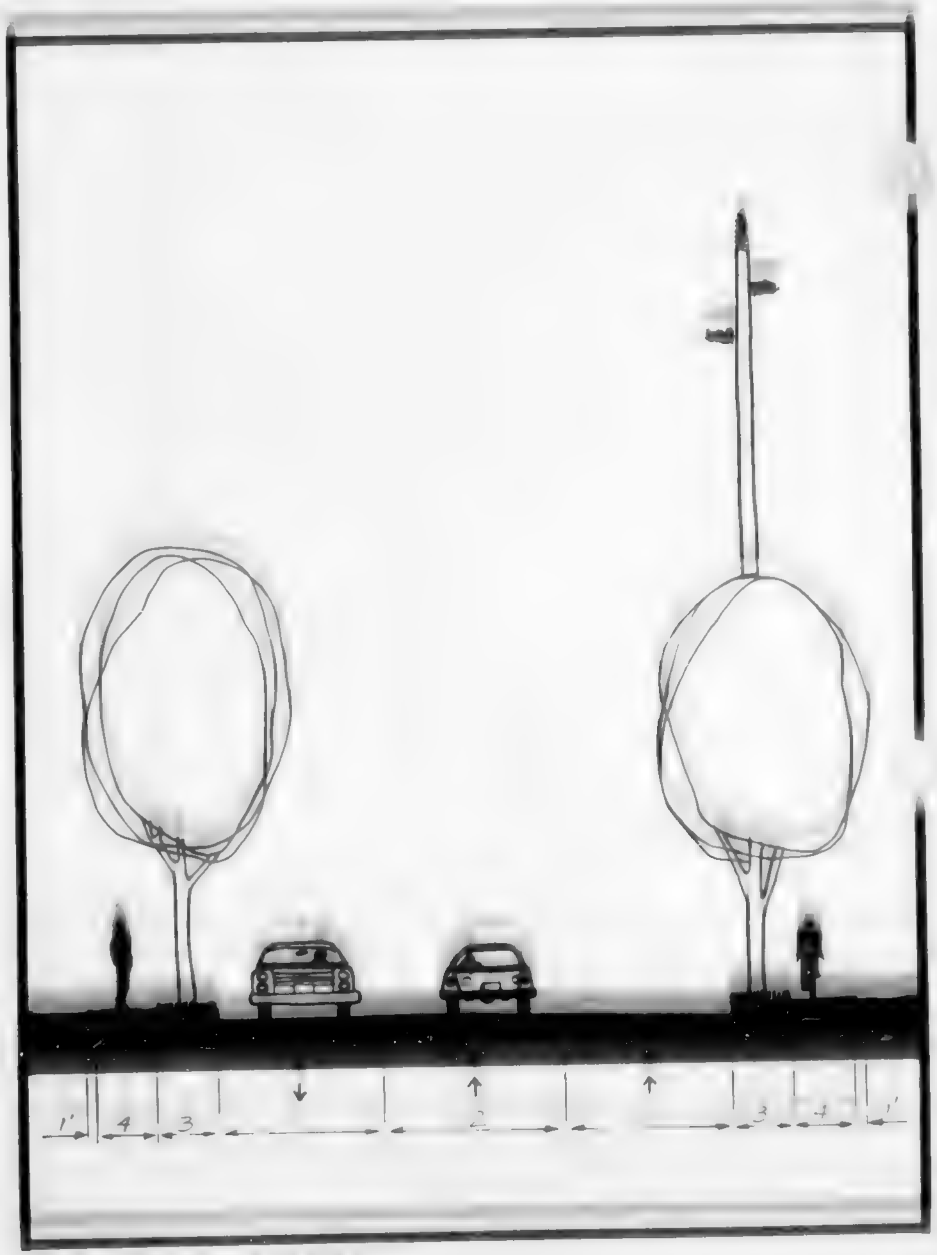
FIGURE 7
ALTERNATIVE B

FIGURE 8
ALTERNATIVE B SECTION



.5'
4'
5'
14'
12'
14'
6'
4'
.5'

TYPICAL 60' RIGHT-OF-WAY



TYPICAL 50' RIGHT-OF-WAY

Tabulation of Alternative Preferences

No-Build Alternative	15 (16%)
Alternative A	26 (29%)
Alternative B	43 (47%)
No Preferences Slated	7 (8%)

Summary of Testimony Received

--Several people expressed concern about the close proximity of the edge of the road, 8 feet, to their residences. Actually the eight feet referenced is from the building to the right-of-way line under Alternative A. The curb line will be another 10 feet, a total of 18 feet from the edge of the building. The sidewalk and planting strip will be between the right-of-way and curb line.

--One citizen questioned why the state can purchase residences at the Allen Boulevard-Highway 217 overpass project, and yet will not acquire homes adjacent to this project. The only time a residence can be taken in a highway project is when the building is physically located within the right-of-way line. Those residences in the Allen Boulevard-Highway 217 project were physically located within the right-of-way and were therefore acquired.

--A resident of the Fircrest Apartments expressed concern about leaving the driveway after the traffic light is put in at Wilson, only 60 feet away. It is true that at certain times traffic backing up from the Wilson Street signal will cause some delays in entering Allen Boulevard. This will be problem during the peak traffic hours but will not present any significant difficulties during other hours.

--Concern was expressed over possible increases in traffic on Allen Boulevard that may be generated by: the improvements of the intersections at Lombard Avenue and Hall Boulevard; the completion of the overpass at Highway 217; the closing of Hall Boulevard; and the annexation of county properties to the west. The Draft Environmental Impact Statement provided projected traffic volumes on Allen Boulevard for 1998. In predicting these figures all factors were taken into consideration including the above concerns.

—A citizen questioned Figure 6 in the DEIS stating that he didn't believe that the two-lane (3 lane) Alternative B will or could carry the same daily traffic volume as Alternative A, even if there were no other roads to carry traffic. Figure 6 actually relates the demand for use on Allen Blvd. rather than the actual volume the two alternatives will be capable of carrying in 1998. Alternative B would not be capable of accommodating the volume demanded in 1998.

—In contemplating delaying widening Allen Blvd. at the present, one person questioned how much more it would cost to wait for ten years. At the current inflation situation, it is estimated that highway construction costs are increasing 16 percent per year. This does not include any acquisition cost that may be required by the project.

—One speaker pointed out that the Draft Environmental Impact Statement is in error by stating that no buses operate on Allen Blvd. At the time the DEIS was written public bus service was not available on Allen Blvd. However, in the meantime Tri-Met has provided bus service on this street. The Final EIS has been updated to describe the Tri-Met service on Allen Blvd.

—It was stated that Table 6 of the DEIS gives the changes in sound levels from the present for each alternative, however there is no information on the model used for the calculations, the truck mix used, or vehicle speed used for the present traffic. The model used for noise predictions was the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108). Volume 2, Technical Reports for the project DEIS contains traffic volumes, speeds, and truck volumes for both present and future traffic. Although the FHWA noise model is used primarily for speeds greater than 30 mph, close agreement with measured noise levels at speeds less than 30 mph have been demonstrated.

—One person mentioned that sound contours of Alternative A, figure 7 in the DEIS notes the widening of Farmington Road to the north will bring like or higher sound levels to the residential area between the two streets. However, the contours shown in Figure 7, Alternative A refers only to increased sound levels from Allen Blvd., not from Farmington Road. Increased noise levels on Farmington Road, one-half mile north of the proposed project would not be noticeable in the vicinity of Allen Blvd.

PROJECT SELECTION

The Beaverton City Council, at their October, 1979, meeting voted four to one to select Alternative A to be built. In making this selection, the council indicated that they felt Alternative A was the best alternative to solve the existing problems and would be the right decision for the community in the long run. They stressed that all possible measures be taken to alleviate damages to the local residents livability. A copy of the City Councils motion is contained in Appendix E of this document.

ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATING MEASURES

ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATING MEASURES

TRAFFIC AND TRANSPORTATION

TRAFFIC

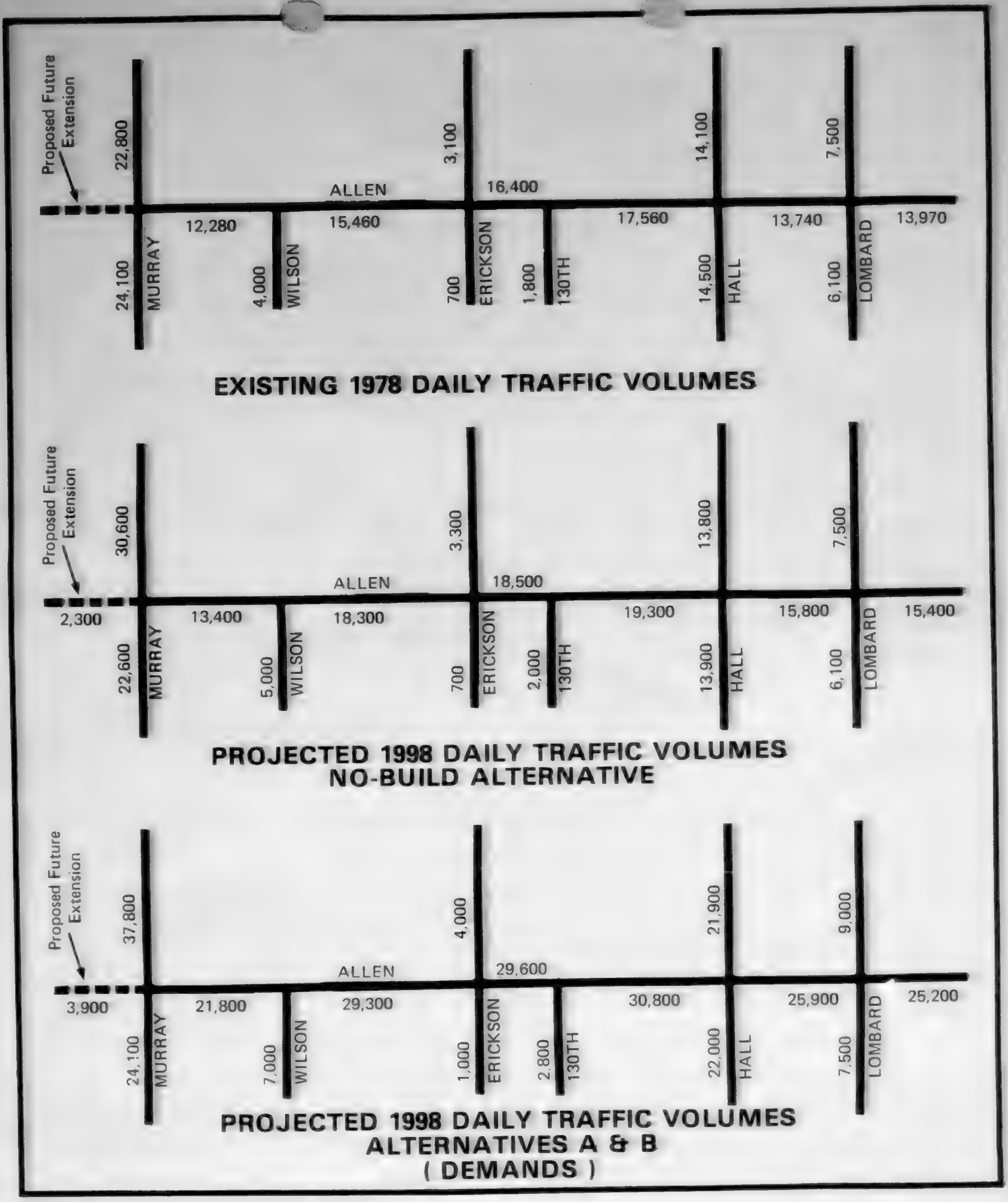
Existing Conditions

1978 24-hour traffic volumes on streets within the project corridor (See Figure 9) are assumed to be representative of current average weekday traffic (AWDT) volumes.

The existing level of service (LOS) along the western portion of Allen (Main to Murray) is good, even during peak hours. On the eastern portion, however, the peak hour level of service is fair to poor in the vicinity of Lombard and Hall, as reflected by traffic congestion at these signalized intersections. During the afternoon peak, the westbound queue of vehicles at the Lombard signal does not always clear on a green signal indication, resulting in some 2-cycle delays. The marking of left-turn lanes on both Allen and Lombard at their intersection should improve conditions to LOS C. (See Table 1 for a description of LOS).

The peak-hour LOS at the intersection of Allen and Hall is currently E. The average westbound peak hour speed between Lombard and Hall is 16.9 mph. Further increases of traffic volume on either Hall or Allen would result in substantial increases in delay and reductions in travel speed during the peak hour. The LOS for existing conditions and for the three alternatives is summarized for major intersections in Table 2.

The current accident rate of 6.81 accidents per million vehicle miles is relatively high when compared with statewide averages of 5.67 and 5.16 on primary and secondary urban highways, respectively. The accident rate between Hall and 130th is 8.54. In this section, 11 rear-end accidents were recorded during the 18-month accident study period (January 1977 through June 1978). Numerous driveway accesses to adjacent developments are present in this section and undoubtedly contribute to the high accident total.



Proposed Future Extension
22,800
3,100
14,100
7,500
ALLEN
16,400
12,280
15,460
17,560
13,740
13,970
24,100
MURRAY
4,000
WILSON
700
ERICKSON
1,800
130TH
14,500
HALL
6,100
LOMBARD
Proposed Future Extension
30,600
3,300
13,800
7,500
ALLEN
18,500
2,300
13,400
18,300
19,300
15,800
15,400
22,600
MURRAY
5,000
WILSON
700
ERICKSON
2,000
130TH
13,900
HALL
6,100
LOMBARD
Proposed Future Extension
37,800
4,000
21,900
9,000
ALLEN
29,600
3,900
21,800
29,300
30,800
25,900
25,200
24,100
MURRAY
7,000
WILSON
1,000
ERICKSON
2,800
130TH
22,000
HALL
7,500
LOMBARD

EXISTING 1978 DAILY TRAFFIC VOLUMES

PROJECTED 1998 DAILY TRAFFIC VOLUMES
NO-BUILD ALTERNATIVE

PROJECTED 1998 DAILY TRAFFIC VOLUMES
ALTERNATIVES A & B
(DEMANDS)

14,200 Average Daily Traffic

FIGURE 9
EXISTING AND PROJECTED
1998 TRAFFIC VOLUMES

TABLE 1

LEVEL OF SERVICE FOR ARTERIAL STREETS

Level of Service "A"	-	Relatively free flow, some stops will occur. Average speed above 10 mph. Volume/Service Level E Capacity ratio 0.60.
Level of Service "B"	-	Stable flow, reasonable delays. Average speed 25-30 mph. Volume/Service Level E Capacity ratio 0.70.
Level of Service "C"	-	Design capacity, stable flow, acceptable delays. Average speed 20-25 mph. Volume/Service Level E Capacity ratio 0.80.
Level of Service "D"	-	Approaching unstable flow, delays tolerable. Average speed approximately 15 mph. Volume/Service Level E Capacity ratio 0.90.
Level of Service "E"	-	Unstable flow, congestion not due to backups ahead. Average spped approximately 15 mph. Volume/Service Level E Capacity ratio 1.0.
Level of Service "F"	-	Forced flow, jameed stop-and-go conditions. Average speed less than 15 mph.

Note: As defined by the 1965 Highway Capacity Manual, Highway Research Board.

TABLE 2

ESTIMATED LEVELS OF SERVICE - 1998

Intersection	Existing	No-Build	A	B
	Alternative and LOS			
Lombard	C-D	D	B	C
Hall	E	E	E	E-F
Erickson	C	C	B	E
Wilson	A	B	B	D
Murray	A-B	C	D	E

TABLE 3

SUMMARY OF 1998
VEHICLE-MILES AND VEHICLE-HOURS

Alternative	Average Weekday Vehicle-Miles	Average Weekday Vehicle-Hours
No-build Alternative	39,898	2,124
Alternative A	39,137	1,618
Alternative B	39,137	2,160

Source: ODOT.

Note: A total of 15,974 vehicle-miles (40%) and 1,065 vehicle-hours (50%) of the above figures for the No-build Alternative are estimated to be on streets other than Allen.

Nine turning accidents occurred at the intersection of Allen and Hall during the study period. Revised traffic signal phasing that uses separate phases for left-turning movements from Hall should reduce these accidents and also improve the level of service.

Impacts and Mitigation

No-build Alternative:

The potential for traffic growth on Allen under the No-build Alternative is restrained by capacity limitations of the existing street. The current capacity (at LOS E) of Allen is estimated to be about 20,000 vehicles per day.

Traffic volumes projected for 1998 by the Oregon Department of Transportation (ODOT) for this alternative are between 13,400 and 19,300 vehicles per day (see Figure 9). Traffic projections indicate that peak-hour volumes will reach capacity as early as 1981 or 1982 and will remain at that level until 1998. Capacity calculations indicate that the intersections of Allen with Lombard and Hall will operate at LOS D and E, respectively, after 1981 or 1982.

Under this alternative, significantly less traffic would be accommodated on Allen than with the build alternatives. Trips would either: (1) be diverted to other routes, thereby lowering the LOS on these routes; (2) be diverted to other modes; (3) be made during off-peak hours; (4) not be made; or (5) a combination of the first four.

For comparative purposes, ODOT has assumed that the corridor traffic demand for the three alternatives will be equal, and that the portion of the traffic demand that cannot be accommodated on Allen under the No-build alternative will be diverted to other streets. A major negative impact with this alternative is that traffic volumes on other area streets would be higher than with the build alternatives. Table 3 summarizes 1998 vehicle-miles and vehicle-hours for the three project alternatives.

Selected Alternative A:

Widening Allen to four lanes with separate left-turn lanes and improving intersection approaches at Hall and Lombard will provide sufficient capacity to allow traffic volumes on Allen to exceed those projected under the No-build alternative. The projected 1998 volumes range from 22,800 vehicles per day near Murray to 30,800 vehicles per day between Hall and 130th (see Figure 9).

The traffic impacts of this alternative will be positive. The roadway volumes are not expected to reach capacity until the design year 1998, the design is conducive to multimodal travel, and accessibility to local properties is readily available. The calculated 1998 LOS indicates that the intersection of Allen and Hall will operate at LOS E. All other intersections will operate at LOS D or better. The LOS at Hall could be improved to LOS D or better by providing separate right-turn lanes on the north and east intersection approaches. However, the addition of these lanes may cause significant negative impacts to adjacent properties.

Alternative B:

The capacity of an urban arterial is generally controlled by the capacity of the signalized intersections. The intersections critical to capacity limitations for the build alternatives are Hall and Murray. The proposed design of Alternative B is almost the same as for Alternative A at these two intersections. Therefore, it is assumed that projected 1998 traffic volumes would be identical for both alternatives. However, one significant difference does exist for the two alternatives at the intersection of Hall and Allen. Under Alternative B, Allen is widened to four lanes only through the intersection area. Equal lane distribution is usually difficult to attain with this type of design because through-vehicles that select the right lane must merge with left-lane traffic a short distance beyond the intersection. The resulting unequal lane distribution lowers the capacity of the intersection. The projected 1998 volumes for Alternative B are from 22,800 to 30,800 vehicles per day.

The traffic impacts of this alternative would be positive until about 1990 and adverse thereafter, as the roadway volume reaches capacity. The calculation of 1998 LOS indicates that the intersection at Hall would operate at LOS E-F and the intersections at Erickson and Murray would operate at LOS E. The other two major intersections would operate at LOS D or better. This plan would provide an environment conducive to multimodal travel and readily available accessibility to local properties via a continuous two-way left-turn lane.

No practical mitigation measure could be identified to raise the LOS at Hall to LOS D. The LOS at Erickson could be improved to LOS D by prohibiting curb parking on the west side of Erickson for a distance of approximately 150 feet north of Allen and by re-marking the intersection approach to provide two lanes. The negative impact of LOS E at Murray could be mitigated by widening the east exit from the intersection to two lanes. This widening would allow for two-lane north-to-east left turns. This improvement, along with a two-lane east-to-south left turn, would raise the LOS to D.

RELATED PROJECTS

Several projects near Allen Boulevard will have an impact on this project. These are briefly discussed below:

--A contract for construction of a new interchange at the intersection of Allen and Highway 217 was awarded in 1979 and is currently being built. The proposed grade separation will allow all through-traffic on Highway 217 to pass through the intersection without stopping. Only turning traffic from Highway 217 will have conflicts with Allen Boulevard traffic. This should significantly alleviate traffic congestion, improve travel time, and improve safety of both facilities. Allen Boulevard will become more attractive as an arterial street when this project is complete. Although a four-lane through-section is proposed for Allen Boulevard at the interchange, this in no way precludes the selection of a two-lane alternative in the project addressed in the document. If Alternative B had been chosen, the four-lane interchange roadway would have been tapered to meet the two-lane section.

--The extension of Allen Boulevard westward from its current terminus at Murray to S.W. 170th Street is anticipated. The completion of this project would also increase the attractiveness of Allen as an arterial street.

--A new facility south of Denney Road that would connect S.W. 173rd and Hall and run parallel to Allen is currently proposed. This new facility would probably provide traffic relief to Allen Boulevard.

--The South Beaverton Arterial Study proposes the closing of several streets, primarily to the south of Allen Boulevard. The study recommends that the Hart/Denney Road connection not be implemented. The street closures would tend to divert more traffic to Allen Boulevard.

PUBLIC TRANSIT

Existing Conditions

Public bus service on Allen Boulevard is provided by Tri-Met via the Cedar Hills run #59. Bus service is provided weekdays between 5:30 a.m. and midnight and on Saturday from 6:30 a.m. to 6:30 p.m. There is no service on Sundays. Buses run every 20 minutes during peak hours, 30 minutes in mid-day and hourly on Saturday. Bus service is also available on Hall and Lombard from Washington Square; and on Murray Boulevard north and south of Allen Blvd.

Impacts on Public Transit

No-build Alternative

Under the No-build Alternative, public transit on Hall would have to contend with the same problems that now exist. The problems would intensify in magnitude because of increased vehicle traffic.

Transit service on Allen would be subject to the same congestion delays and lowering of travel speed as automobiles are during the peak hours.

Build Alternatives

The principal benefit to public transit of both build alternatives would be an improved arterial street. Compared with the No-build alternative, this improved street would provide transit access to properties and reduce congestion on existing arterials. After 1990, public transit would be affected by general traffic congestion as traffic on Allen approaches capacity during peak hours.

Selected Alternative A will be more advantageous than Alternative B to public transit because of the added traffic lanes.

PEDESTRIAN MOVEMENT

Existing Conditions

Allen Boulevard has sidewalks to help provide safe and convenient travel to facilities along the street. Two schools are located on Wilson Avenue and according to the 1972 Beaverton Area General Plan, another school is proposed near Hall Boulevard. There are no public parks near the project that would generate pedestrian travel on Allen Boulevard. High-density residential developments and shopping centers are located between Hall Boulevard and Alice Lane. Pedestrian crossings exist on Allen Boulevard at 141st, Wilson, Menlo, Erickson, and 126th Streets.

Between January 1977 and through June 1978, two pedestrian accidents occurred on Allen Boulevard.

Impacts and Mitigation

No-build Alternative

Under the No-build Alternative, pedestrians would have to contend with the same kinds of problems they now have. Increased traffic would increase the magnitude of these problems and the general pedestrian environment would be less desirable. The most significant impact would be greater pedestrian difficulty in crossing streets at unsignalized intersections.

Selected Alternative A

The Selected Alternative will provide wider pedestrian sidewalks than currently exist. The walks will be separated from the curb by an increased lateral clearance making them safer for pedestrians than either the no-build or Alternative B.

Alternative A will provide a more difficult pedestrian crossing of Allen Boulevard at 141st Avenue because of the wider road and increased traffic volume.

Alternative B

Sidewalks in Alternative B would remain the same as at the present, which is less safe than the alternative selected. The current limitation on lateral clearance would remain the same. With increased traffic volumes, pedestrian environment along Allen Boulevard would deteriorate in the future.

In Alternatives A and B, where crosswalks are distant from signalized intersections, little or no vehicle platooning effects would occur to aid pedestrians in crossing. Where crosswalks are placed between two nearby signalized intersections, better defined vehicle gaps would occur in each direction of travel to facilitate safer pedestrian crossings. The installation of traffic signals at Wilson and Erickson will help school children and other pedestrians to safely cross Allen Boulevard.

BICYCLE MOVEMENT

Existing Conditions

The City of Beaverton has developed a bicycle master plan as part of its total transportation system. The 1972 Beaverton Area General Plan shows Allen Boulevard as an integral part of the proposed bicycle plan, as are Wilson, Murray, Erickson, 130th, Hall, and Alice Streets. Bicycle path development has so far been sporadic and oriented toward the recreational cyclist rather than the commuter.

Impacts and Mitigation

No-build Alternative

With increasing traffic volumes, Allen Boulevard would become even less conducive to safe bicycle travel. Because of the numerous obstacles near and just beyond the curb (i.e., telephone poles), the only cyclists likely to ride on the street would be adult cyclists who are experienced enough to occupy a full vehicle lane and who are not intimidated by moving traffic. Serious conflicts between bicycles and vehicles would occur.

Selected Alternative A

Allen Boulevard will become more attractive to the bicyclist with the development of Alternative A. The wider bicycle/pedestrian sidewalk and the new paving will be of particular importance.

Alternative B

Narrow through-traffic lanes and increased volumes would cause a negative impact on bicycle movement under Alternative B. Alternative B could actually be worse for bicyclists than the No-build Alternative because of the narrower through lanes (11 feet versus 17 to 20 feet).

TRAFFIC SAFETY

Existing Conditions

Traffic records indicate that 44 accidents occurred on Allen between Alice and Murray in 1977 and 31 accidents occurred in this section during the first 6 months of 1978.

Eighty-five percent of the accidents were rear-end, angle, or turning collisions. The remaining 15 percent consisted of vehicles striking a fixed object, sideswiping while overtaking, striking a pedestrian, and striking parked vehicles. Thirty-eight accident (51%) occurred at the major intersections of Lombard, Hall, 130th, Erickson, and Murray. An additional 15 accidents (20%) occurred at other intersections, and 22 accidents (29%) occurred at nonintersection locations.

The 75 accidents recorded for the 18-month study period resulted in 69 injuries: 7 severe, 31 moderate, and 31 minor. No fatalities were recorded. Using average accident cost figures prepared by the Oregon Traffic Safety Commission, the 75 accidents resulted in an economic loss of over $500,000. The accident rate for the section of Allen between Alice and Lombard was 6.81 accidents per million vehicle miles.

Impacts on Accidents

No-build Alternative

Essentially the same conditions that now exist would exist with the No-build Alternative. Increased traffic volumes would cause more congestion and would probably increase the accident rate by a small amount. However, since it is difficult to estimate the magnitude of change in accident rate and since

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* Fatality - $287,175; severe injury - $39,850; moderate injury - $4,350; minor injury - $2,190; property damage accident - $520.

accidents vary from year to year, it was decided that the existing accident rate of 6.81 accidents per million vehicle miles should be used for the No-build alternative in 1998.

It is estimated that 56 accidents per year will occur on Allen Boulevard by 1998. This compares with an annual average of about 50 accidents per year in 1977/1978. The increase in annual accidents from 50 to 56 would be caused by increased traffic volumes.

The diversion of traffic from Allen to other streets (which could occur with the No-build Alternative) could increase accidents on those facilities as well. The existing accident rate (6.81) was also used to estimate increased accidents on other routes that result from traffic that is diverted from Allen. Using this method, a total increase of 37 accidents can be expected on other streets. Therefore, a total of 93 accidents (56 and 37) should be used when comparing alternatives.

Common Build Alternative Elements

Roadway features that are included in the build alternatives should reduce the accident rate from its current level. These features are the provision of turn lanes, separate turn phases at signals, and the widening of Allen (Alternative A).

Selected Alternative A

For Alternative A, the accident rate is expected to decline from the current level of 6.81 to about 5.22 accidents per million vehicle miles. Using projected 1998 volumes, estimated annual accidents on Allen will be 70 per year.

Alternative B

The accident rate is expected to decline from 6.81 to about 5.68 accident per million vehicle miles. Under Alternative B estimated annual accidents in 1998 would be 76 per year.

TRAVEL SPEED

Existing Conditions

The existing speed limit along Allen Boulevard is 30 miles per hour. Speed studies indicate that afternoon peak-hour speed averages vary between 5.3 and 30.5 mph for westbound traffic, while off-peak speed averages vary between 19.7 and 32.7 mph (two-way average) along Allen Boulevard.

Projected Traffic Speeds

Estimates of peak hour and off-peak average speeds for 1998 are summarized in Table 4. Travel speeds are estimated to generally decrease between 1978 and 1998, regardless of the alternative chosen. Alternative B is expected to have the lowest travel speeds by 1998, and Selected Alternative A speeds are expected to be the highest.

ACCESS AND CIRCULATION

Existing Conditions

Access to abutting properties along Allen is not restricted, except by high traffic volumes. Left and right turns are allowed at any location. At some key intersections, left-turn lanes exist. No turns are prohibited at any point, although some turns are difficult because of other traffic. The high number of rear-end and turning accidents (58 percent of all accidents) indicates that traffic conflicts are often encountered when turning to cross streets or to private driveways.

Impacts on Access and Circulation

No-build Alternative

The No-build Alternative does not restrict turning movements to local properties, but left turns would be increasingly more difficult and hazardous because of increasing roadway traffic volumes. Circulation would be adversely affected by left-turn versus through-movement conflicts as the intersection traffic volumes increase.

TABLE 4

ESTIMATED AVERAGE 1998 SPEEDS

Cross Street	No-Build		Alternative A		Alternative B	
	Peak Hour	Off Peak	Peak Hour	Off Peak	Peak Hour	Off Peak
			(miles per hour)			
Alice						
	18	21	21	24	17	20
Lombard						
	16	20	17	20	16	18
Hall						
	20	21	23	24	16	17
130th						
	21	24	26	27	16	17
Erickson						
	23	24	26	27	16	17
Wilson						
	26	27	24	25	18	20
Murray						

Source: Oregon Department of Transportation

Build Alternatives

Both build alternatives will allow safe turning movements at the intersections of Hall, Lombard, and Murray. Under Alternative B, left turns along Allen Boulevard would be provided for by a continuous two-way left-turn lane or by turn pockets where land use access is permitted. Under Selected Alternative A, left turns to properties will be made from the regular left lane of Allen and will have to cross two lanes of opposing traffic. Vehicles waiting to turn left are exposed to possible rear-end accidents. For this reason, the Selected Alternative is less safe for left turns than Alternative B, but safer than the No-Build Alternative because of the added traffic lanes.

Apart from the left-turn problem, both build alternatives will improve circulation equally because of the following features:

--Provision of separate major intersection turn lanes or pockets.

--Installation of new signals at two existing unsignalized locations, modernization of existing signals, and interconnection of all signals to provide a signal system.

--Provision of an improved street for the dispersion of projected travel demands.

SUMMARY OF TRAFFIC-RELATED IMPACTS

A summary of traffic-related impacts is contained in Table 5; and a summary of Transportation mitigation measures is shown in Table 6.

NOISE

Introduction

The noise information contained in this section of the Final Environmental Impact Statement has been modified from that provided by the consultant and printed in the Draft Environmental Impact Statement. The existing noise measurements taken by the consultant were not in agreement with the Federal Highway Administration (FHWA) noise model predictions. Probably the most significant modification to the original report is the adjustment made to travel speeds during the noise measurements. A complete description and methodology of the modification is available in the Technical Noise Study Report which is available upon request.

TABLE 5

TRAFFIC IMPACT SUMMARY

Area of Impact	No-Build	Alternatives Alternative A	 Alternative B
Level of Service	(3) Accommodates less traffic on Allen becuase of capacity restraint. Diverts traffic to other area streets, increasing those volumes and causing associated negative traffic impacts. Level of service E at Hull by about 1981.	(1) Accommodates more traffic on Allen. Level of service E at Hall; D at Murray; and B at others.	(2) Accommodates more traffic on Allen. Level of service E-F at Hall; E at Murray and Erickson; D at Wilson; and C at Lombard. Will reach capacity about 1990.
Circulation	(2) Turning conflicts and marginal friction remain.	(1) More driver comfort because wider roadway. Intersection turn lanes provide refuge.	(1) Provides continuous lane for left turns. Intersection turn lanes provide refuge.
Access	(3) Left turns to driveways continue to be difficult and hazardous.	(2) Left turns to driveways must be made from regular left lane. Exposure to rear-end accidents continues, but at a lower level because of the addition of a second through-traffic lane.	(1) Left turns to driveways easier because of continuous two-way turn lane.
Pedestrian Movement	(2) Increased traffic makes crossings more difficult. No improvement in lateral clearance between pedestrians and vehicles.	(1) Provides continuous sidewalks. Increases lateral clearance between pedestrians and vehicles. Wider street to cross.	(3) Provides continuous sidewalks. No improvement in lateral clearance. Increased traffic makes crossing more difficult.
Bicycle Movement	(2) Increased traffic produces more bicycle/vehicle conflicts.	(1) Added width provides more maneuvering space for bicycles. Continuous sidewalk can be used by bicycles.	(3) Increased traffic produces more bicycle/vehicle conflicts. Continuous left turn lane restrict lane width over entire project, by reducing through-lane width from existing 17'-20' to 11'. Continuous sidewalk could be used by bicycles.

TABLE 5 (Continued)

Area of Impact	Alternatives No-Build	 Alternative A	 Alternative B
Transit	(3) Increase traffic causes more delay.	(1) Provides better travel speed and reduces travel time. Buses will cause less congestion at stops because of more street width.	(2) Less congestion until 1990, causing reduced travel time. More congestion after 1990, causing increased travel tim
Accidents	(3) Current accident rates continue. Estimated 93 accidents in 1998.	(1) Accident rate substantially lowered. Estimated 70 accidents in 1998.	(2) Accident rate lowered. Estimat 76 accidents in 1998.
Travel Speed	(2) Increased traffic lowers speed, especially between 130th & Murray. Estimated 1998 speeds generally higher than Alternative B, but lower than Alternative A.	(1) Speeds slightly lower than existing, but substantially more traffic accommodated. Highest speed of all alternatives.	(3) Speeds lower than existing, but substantially more traffic accommodated. Lowest speed of all alternatives.

Note: The alternatives are rated above from best (1) to worst (3). Where impacts are substantially equal, alternatives are rated with the same number.

TABLE 6

SUMMARY OF TRANSPORTATION MITIGATION MEASURES

The following measures are proposed to mitigate negative impacts of the Selected Alternative.

Negative Impacts	Mitigating Measures
LOS E at Hall	There are no mitigating measures proposed. LOS E is acceptable during peak hour conditions on urban arterials.
Left turns to driveways and minor streets must be made from a through-traffic lane.	No mitigation proposed.
Difficult pedestrian movement across Allen at 141st Avenue.	The crosswalk will be striped with appropriate "Pedestrian Crossing" signs making it more identifiable.

The noise section addresses the effects of the Selected Alternative and other alternatives considered on meeting the FHWA's design levels for noise and on noise levels in general. Design noise levels are the upper limit of acceptable traffic noise for various activities and land uses, and are used to determine the degree the noise will affect human activities. The FHWA Design Noise Level Standards are presented in Table 7. This project has no areas in Activity Category A, and all commercial structures are grouped into Activity Category C. Future noise levels for the design year 1998 were calculated by using the FHWA Highway Traffic Noise Prediction Model.

The Federal Highway Administration standard requires the use of equivalent sound pressure level (L_{eq})* in describing and evaluating the acqoustical environment (in dBA)** of a location. All noise levels discussed in this report are based on the A-scale weighted (dBA) values which are used in most noise ordinances and standards.

Existing Conditions

Noise level measurements were made at seven major sites along Allen Boulevard. The locations were chosen to represent the characteristic noise levels along the entire study area. (See Table 8 and Figure 10 for locations of noise measurement sites). Currently the peak hour 67 dBA L_{eq} contour (inside of which L_{eq} noise level exceeds 67 dBA) ranges from 25 to 95 feet from the centerline of Allen Boulevard (see Table 9). The variation is caused by differing traffic volumes and speeds in the individual roadway sections.

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* The equivalent steady state noise level which, in a stated period of time, would contain the same noise energy as the time-varying noise level during the same period.

** Measure of sound pressure level that attempts to duplicate the response of the human ear.

TABLE 7

FEDERAL HIGHWAY ADMINISTRATIONS DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels - dBA L_{eq} (h)	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic area, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

TABLE 8

LOCATIONS OF NOISE MEASUREMENTS MADE NEAR ALLEN BOULEVARD

Location No.	Description
1	Fircrest Manor apartments on Allen Boulevard across from S.W. Wilson, approximately 47 feet from the center of Allen Boulevard.
2	Residence at 5915 S.W. Murray, approximately 200 feet north of the intersection of S.W. Murray and Allen Boulevard and 85 feet from the center of S.W. Murray.
3	Mt. Vernon Village condominiums on Allen Boulevard, just west of S.W. Erickson, approximately 36 feet from the center of Allen Boulevard.
4	Residence at 12655 Allen Boulevard, just west of S.W. Lombard, approximately 59 feet from the center of Allen Boulevard.
5	Residence at 12075 Allen Boulevard, just west of S.W. Lombard, approximately 59 feet from the center of Allen Boulevard.
6	BelAir Care Center at 11850 Allen Boulevard, approximately 32 feet from the center of Allen Boulevard.
7	Empty lot at the corner of S.W. Menlo and Allen Boulevard, approximately 58 feet from the center of the near lane of Allen Boulevard.
8	Fir Grove Park at the corner of S.W. 130th Avenue and 22nd Street. Approximately 1,600 feet south of Allen Boulevard. Ambient condition site.

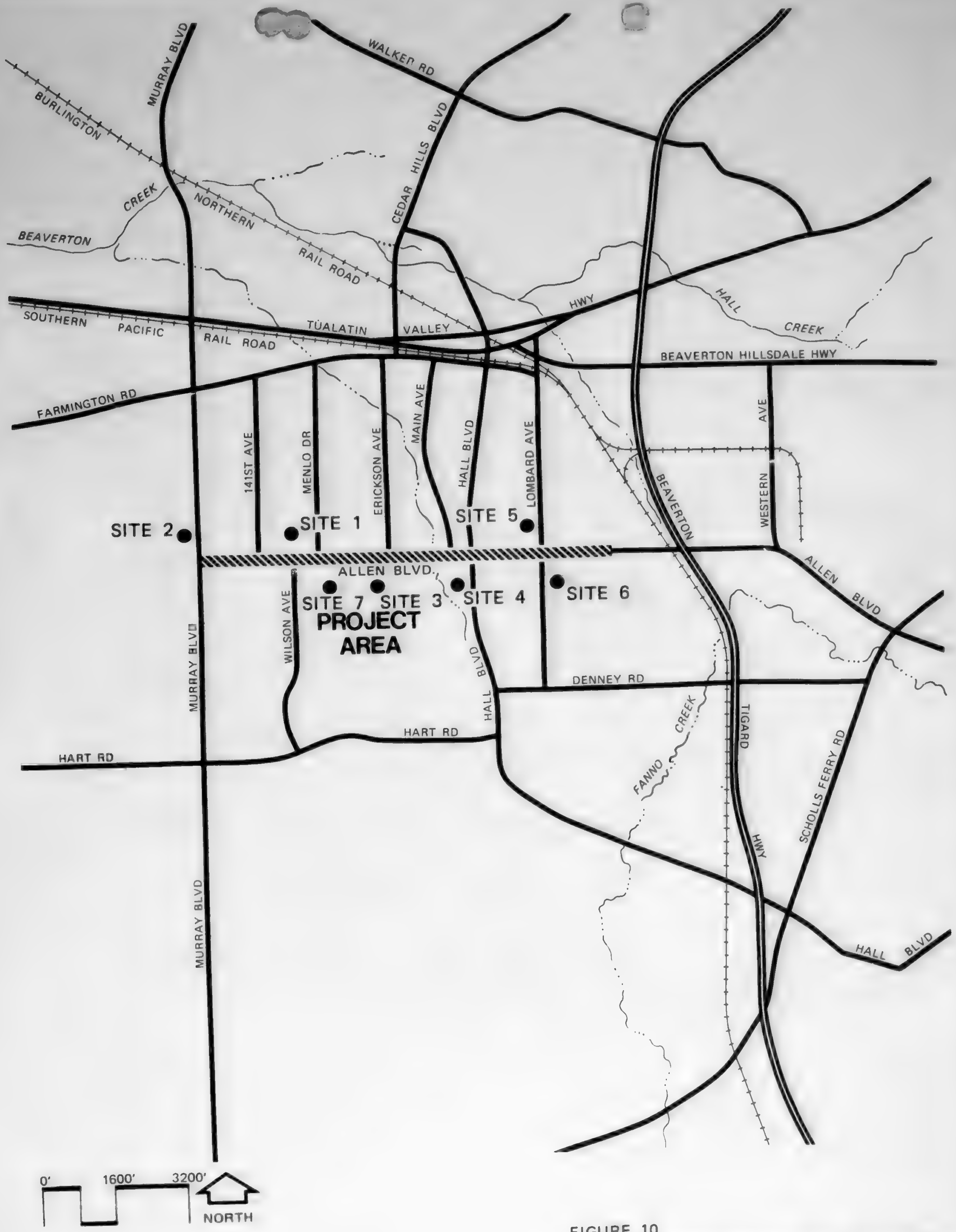

MURRAY BLVD
WALKER RD
BURLINGTON NORTHERN RAIL ROAD
CEDAR HILLS BLVD
BEAVERTON CREEK
SOUTHERN PACIFIC RAIL ROAD
TUALATIN VALLEY HWY
HALL CREEK
BEAVERTON HILLSDALE HWY
FARMINGTON RD
141ST AVE
MENLO DR
ERICKSON AVE
MAIN AVE
HALL BLVD
LOMBARD AVE
WESTERN AVE
BEAVERTON TIGARD HWY
SITE 2
SITE 1
SITE 5
ALLEN BLVD.
ALLEN BLVD
SITE 7
SITE 3
SITE 4
SITE 6
WILSON AVE
PROJECT AREA
DENNEY RD
FANNO CREEK
SCHOLLS FERRY RD
HART RD
HALL BLVD
0'
1600'
3200'
NORTH

FIGURE 10
NOISE MEASUREMENT SITE LOCATION

Impacts

Table 10 lists the predicted noise levels at 50 feet from the centerline of Allen Boulevard and the expected changes in noise levels from the present. A change of 5 dBA is considered to be a 25 to 50 percent change in loudness. A 10 dBA change is considered to be a 100 percent change in subjective loudness. None of the alternatives is expected to increase current noise levels by more than 3 dBA, which is barely noticeable to persons with average hearing.

The number of structures that will be affected in 1998 is 0, 59, and 0 for the No-Build and Alternatives A and B respectively. Table 11 summarizes the different types of impacted structures for each alternative.

No-Build Alternative

Because of the lower average vehicle speed that would occur as the highway becomes more congested, the no-build alternative would result in a noise level decrease from the levels recorded in 1978. Decreases from 1 to 5 dBA are predicted over the length of the project.

Selected Alternative A

The Selected Alternative will allow a greater volume of vehicles to move at a greater speed than in the no-build. Noise levels along Allen Blvd. would range from an increase of 3 dBA to a decrease of 3 dBA over the 1978 levels. The number of structures exceeding the FHWA design noise levels will be 9 less than in 1978. Figure 11 shows the receptors that will exceed L_{eq} 67 dBA design noise levels under the Selected Alternative.

Alternative B

Alternative B would accommodate the same number of vehicles in 1998 as in Alternative A; however, the average speed would drop considerably. The noise level along Allen Boulevard would vary from no change up to 5 dBA below the 1978 levels. No structures would have noise levels exceeding FHWA design noise levels.

TABLE 9

NOISE LEVELS

Roadway Section	Present	Predicted Distance (feet) from the Centerline of Allen Boulevard to 67 dBA Contour for Year 1998		
		No-build	Alt. A	Alt. B
Alice-Lombard	85	25	50	40
Lombard-Hall	25	20	50	25
Hall-130th	50	25	50	20
130th-Erickson	50	30	65	25
Erickson-Wilson	50	25	50	*
Wilson-Murray	95	40	50	30

*Less than 20'

TABLE 10

COMPARISON OF NOISE LEVELS AT 50 FEET FROM CENTERLINE OF ALLEN BOULEVARD (dBA)

Roadway Section	Present	No-Build 1998	Alt. A 1998	Alt. B 1998
Alice-Lombard	69	64 (-5)	67 (-2)	66 (-3)
Lombard-Hall	64	63 (-1)	67 (+3)	64 (0)
Hall-130th	67	64 (-3)	67 (0)	63 (-4)
130th-Erickson	67	65 (-2)	68 (+1)	64 (-3)
Erickson-Wilson	67	64 (-3)	67 (0)	62 (-5)
Wilson-Murray	70	66 (-4)	67 (-3)	65 (-5)

Note: Change from present is in parentheses.

TABLE 11

NUMBER OF STRUCTURES EXCEEDING FEDERAL DESIGN NOISE LEVELS

	1978	No-Build 1998	Alt. A 1998	Alt. B 1998
Single Family Dwellings	32	0	18	0
Apartment Buildings	23	0	28	0
Condominium Units	10	0	10	0
Churches	1	0	1	0
Preschools	1	0	1	0
Convalescent Homes	1	0	1	0
TOTAL	68	0	59	0

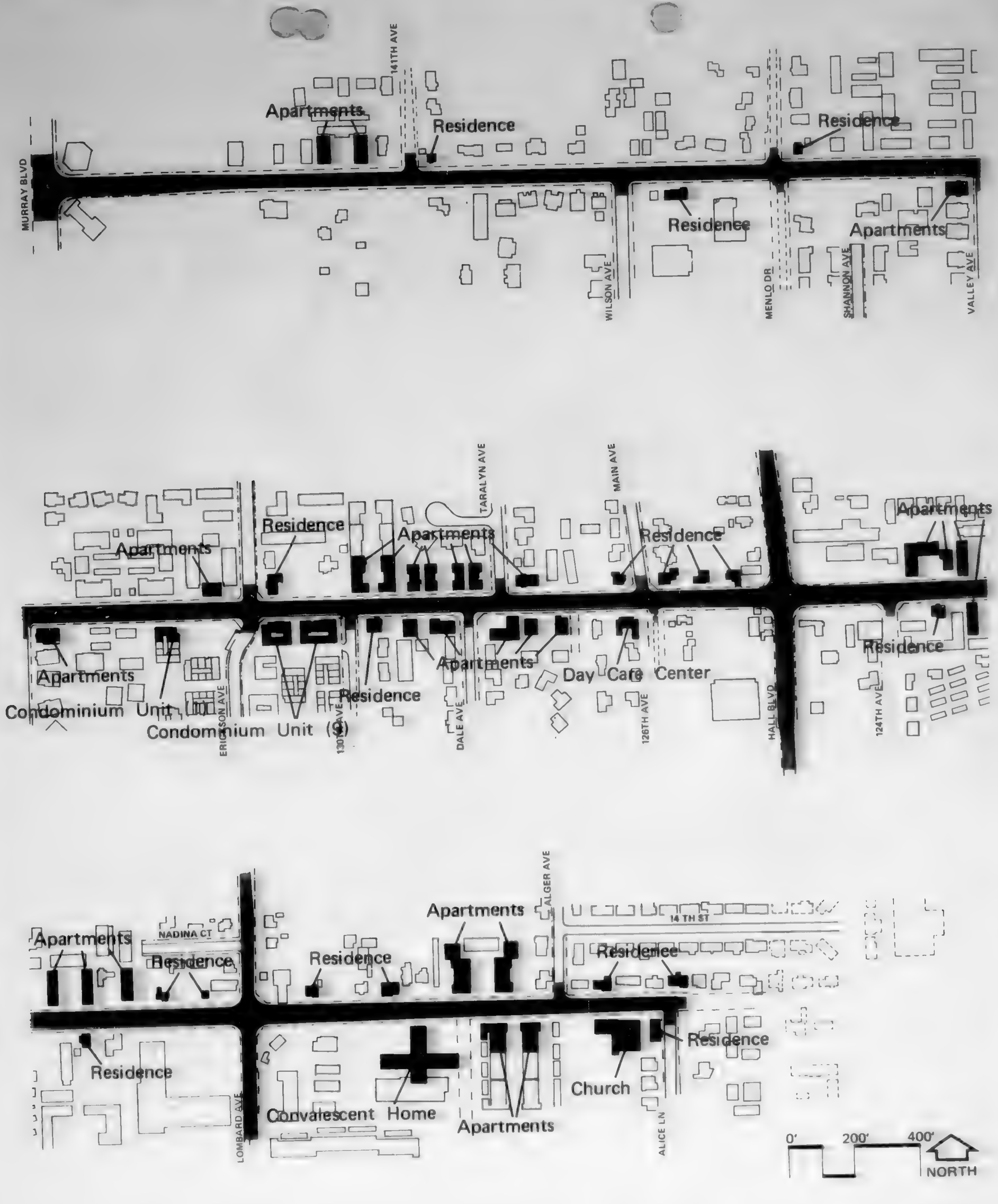

MURRAY BLVD
141TH AVE
Apartments
Residence
Residence
Residence
Apartments
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
Residence
Apartments
Apartments
Residence
Apartments
Apartments
Condominium Unit
Condominium Unit (2)
ERICKSON AVE
130TH AVE
Residence
DALE AVE
Apartments
Day Care Center
126TH AVE
HALL BLVD
124TH AVE
Residence
NADINA CT
Apartments
Residence
Residence
Apartments
ALGER AVE
14 TH ST
Residence
Residence
Residence
Convalescent Home
Apartments
Church
LOMBARD AVE
ALICE LN
0'
200'
400'
NORTH

FIGURE 11

RECEPTORS EXCEEDING LEQ 67 DBA DESIGN NOISE LEVEL

(Selected Alternate A, Year 1998)

Mitigation

Several mitigation measures to decrease the noise effects on the proposed project were considered. The banning of heavy trucks from Allen Boulevard would result in noise levels at or below the FHWA design noise levels and only 2-3 dBA over the 1998 No-Build levels. Heavy trucks are currently banned on Allen Boulevard between Hall Boulevard and Murray Boulevard and it is assumed the ban will remain in effect in the future. It would not be practical to ban medium size trucks on Allen Boulevard because of the need to service the many commercial and residential structures along the route. There is also the need for school and city bus service along Allen Boulevard. Other mitigative measures considered included:

--Lowering the speed limits
--Exclusive land designations
--Nighttime use restrictions

These measures are not being recommended because they are not consistent with the overall purpose of the project and would not be effective in reducing noise levels in this area.

The construction of noise barriers was evaluated for noise mitigation for the Selected Alternative A. In order to maintain adequate vehicle and pedestrian access to Allen Boulevard, effective noise barriers could only be designed at a few locations. Because of the limited right-of-way on this project, only concrete and wood walls were investigated. Noise barriers were evaluated for construction at three locations in which design noise levels would be exceeded and mitigation was feasible. These locations included: the Mount Vernon Condominiums (Barrier A); Crown West Apartments (Barrier B); and the BelAir Care Center and Royal Crest Apartments (Barrier C); (see Figure 12). These three sites were chosen because they were the only locations at which a noise reduction of 1 dBA or greater could be achieved at impacted receptors. Because of the limited right-of-way along the project, earth berms were not considered and barrier considerations were limited to concrete and wood walls.

None of the noise barriers evaluated are recommended for inclusion in the project for the following reasons:

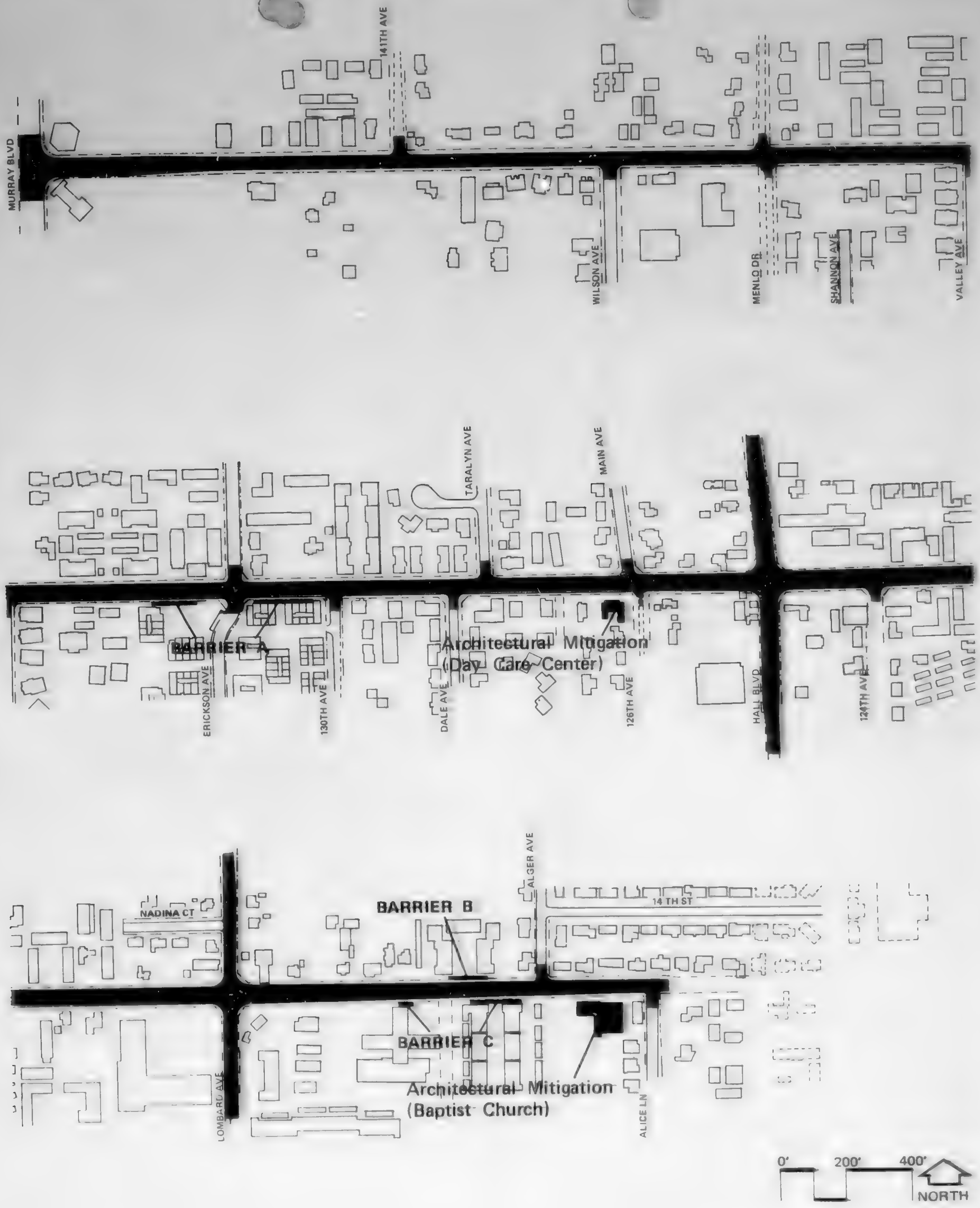

141TH AVE
MURRAY BLVD
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
BARRIER A
Architectural Mitigation
(Day Care Center)
ERICKSON AVE
130TH AVE
DALE AVE
126TH AVE
HALL BLVD
124TH AVE
ALGER AVE
NADINA CT
BARRIER B
14 TH ST
BARRIER C
Architectural Mitigation
(Baptist Church)
LOMBARD AVE
ALICE LN
0'
200'
400'
NORTH

FIGURE 12
LOCATION OF MITIGATION
INVESTIGATED ON PROJECT

--All barriers would appear obtrusive and severly limit the view from first floor mitigated receptors.

--Sidewalk access would be eliminated.

--The high cost of Barriers B and C outweighs the small, nearly indiscernable noise reduction offered.

--Barrier A does not conform with FHWA standards which states that a noise wall must be located at a distance equal to two to four times their height from residences to avoid being visually dominant.

Another method of reducing noise effects where barriers are not practical would be to increase the noise insulation properties of the structure itself. This would lower noise levels entering structures from outside sources. This program would have to be financed by the owner since state and federal funds are not available for improvements to private property.

State and federal funds are available for architectural mitigation for schools, churches, and other public buildings where the need is apparent. The two buildings along Allen Boulevard affected by the project were investigated for architectural treatment to achieve FHWA interior design noise levels.

--Kiddie Korral Kinder College: The interior noise level could be reduced a maximum 16 dBA by closing all of the windows. This would result in an interior noise level of L_{eq} 51 dBA, one dBA below the Federal interior design noise level. The installation of a simple ventilation system would allow the establishment to keep the windows closed the entire year. During the investigation, it was found that the school was a private profit based establishment. Therefore, mitigation is not feasible as federal funds are not available for mitigating private buildings.

--Allen Avenue Baptist Church: Mitigation is not recommended for this building since Federal interior design noise levels are only exceeded by 2 dBA during peak traffic periods. Neither the church services or other regular church activities are scheduled during peak-traffic periods. The noise levels are less than the Federal interior design noise level of L_{eq} 52 dBA during off-peak periods.

Construction Noise

Construction noise is considered a temporary problem since it rarely occurs in a single location for an extended lenth of time. The most prevalent noise source is construction equipment. Table 12 shows the major grouping of this equipment and the noise emission levels.

Construction time constraints during quiet hours is one method of construction noise abatement. Time constraints of 10 p.m. to 6 a.m. weekdays and 10 p.m. Saturday to 6 a.m. Monday will be proposed for inclusion in the construction specifications.

Mitigation Measures Recommended

The following measures are recommended to mitigate the traffic and construction noise effects from the proposed project:

--Heavy trucks (three or more axles) will continue to be banned in the project section between S.W. Murray and Hall Boulevard.

--Construction time constraints will be imposed from 10 p.m. to 6 a.m. on weekdays and from 10 p.m. Saturday to 6 a.m. the following Monday (weekends). Work will also be suspended on legal holidays. Exceptions to these restrictions may be granted by written approval of the local resident engineer.

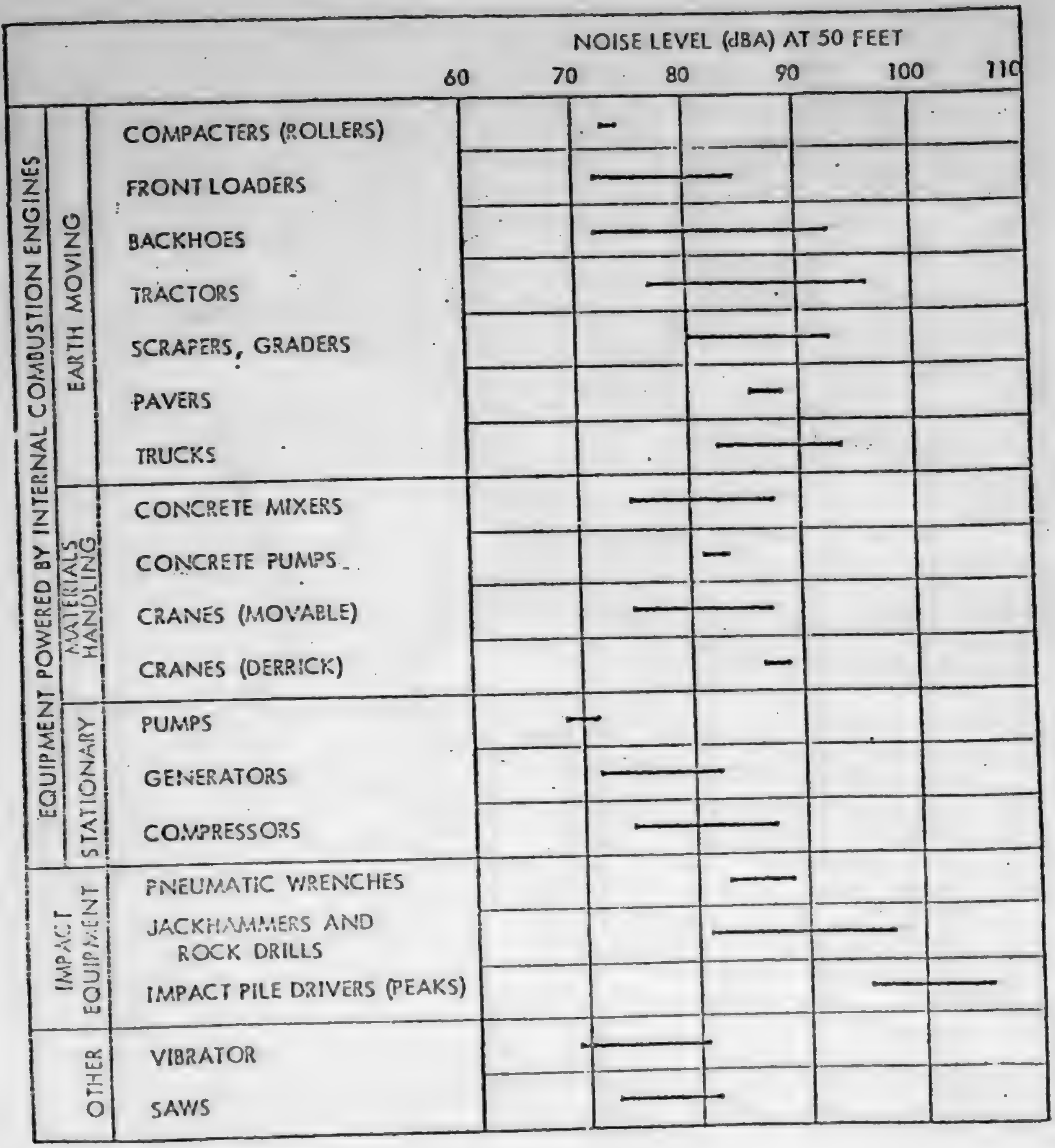
AIR QUALITY

Existing Conditions

The Portland area, which includes the Beaverton area, is susceptible to periods of atmospheric stagnation and potential buildup of air pollutant concentrations. This primarily occurs from October through February, especially during the peak traffic period throughout the Christmas holiday season. Traffic is the most significant cause of local ambient air standard violations of carbon monoxide (CO) and particulates.

Table 12

Construction Equipment Noise Ranges



Such violations occur in heavy traffic areas where congestion greatly increases the auto emission density. For the Allen Boulevard study area, the intersection of Allen and Hall is such an area. At present, it is estimated that CO, TSP, and Pb ambient air quality standards are exceeded at this intersection, although infrequently.

Impacts

Calculations of vehicle emissions indicate continual future reductions in CO and Pb through 1998. The build alternatives would significantly increase traffic volumes, but reduction in the vehicle emission rates would more than off-set those increases for all but total suspended particulates.

The decreases in pollutant concentrations would be greatest for the No-Build alternative in all cases, since traffic volumes would be considerably lower than build volumes.

Since future traffic is estimated to be the same for both build alternatives, the Selected Alternative A would show reduced emissions for those pollutants that benefit from an increase in vehicle speeds (CO and HC). With the slower vehicle speeds, Alternative B has slightly reduced emissions for NO_x. NO_x emissions increase with increased vehicle speeds.

None of these differences (among Alternatives A and B and the No-Build alternative) would cause violation of or prevent attainment of ambient air quality standards. The one standard that is projected to be exceeded in the future (particulate) will be in violation in all alternatives.

Mitigation Measures

The only mitigating measure specifically relevant to project operation would be frequent washing of Allen Boulevard and side streets to reduce road dust entrainment. Some other measures would lessen vehicle emissions. In particular, greater use of mass transit would be encouraged with a bus line along Allen Boulevard. Use of buses instead of private cars helps relieve rush hour congestion and reduces the total vehicle miles traveled.

The Department of Environmental Quality (DEQ), in reviewing the project to grant the Indirect Source Construction Permit has made a request that several deficiencies in the supporting material be corrected. The corrected information by which DEQ has issued the Indirect Source Permit can be found in Appendix C. DEQ concurs that this project is consistent with the Oregon Clean Air Act Implementation Plan.

ENERGY

The energy analysis is based on the number of trips through the network, not strictly on the number of cars on Allen. It was assumed that the area will continue to develop regardless of which alternative is implemented. As Allen becomes more congested under the No-build Alternative or Alternative B, trips will either seek other routes or delay their trip until the peak congestion eases. The same number of daily trips will be made through the system under any of the alternatives, but the peak-hour trips will change because of capacity differences between the alternatives.

The amount of fuel consumed under each alternative in 1998 was determined by using the U.S. Department of Energy formula that takes into account vehicle miles traveled, traffic volumes, and average speed. The results showed that the No-Build Alternative would require the most fuel consumption (250,362,000 BTU/day), since people would be forced to use other, and presumably longer, routes to reach their destinations. The results are shown on Table 13. Each alternative would also add devices that would use electrical energy such as street lights and traffic signals. The total energy consumed was determined by adding the electrical energy required for each alternative. Table 14 shows the total energy consumption per alternative (in BTU's). Alternative B demands more total energy than either the No-build alternative or Selected Alternative A.

HYDROLOGY AND WATER QUALITY

A Beaverton Creek tributary crosses Allen Boulevard at the east end of the project area. Some drainage runoff problems currently exist between S.W. Lee and S.W. Alger Streets during heavy rainfall. Standing water can be a problem at times because percolation is poor through the relatively impervious, fine-grained surface soils.

TABLE 13

VEHICLE FUEL CONSUMPTION

Alternative	Fuel Consumed (Btu/day)	Percent of No-Build
Existing	123,957,000	49.5
No-build	250,362,000	100.0
A	231,444,000	92.4
B	249,289,000	99.6

Source: CH2M HILL

TABLE 14

TOTAL ENERGY CONSUMPTION

	Energy (Btu/Day)			
	Existing	No-Build	A	B
Vehicles	123,957,000	250,362,000	231,444,000	249,289,000
Street Lights	398,000	398,000	676,000	676,000
Traffic Signals	1,929,000	1,929,000	3,376,000	3,376,000
TOTAL	126,284,000	252,689,000	235,496,000	253,341,000

Source: CH2M HILL, WCHRP Report No. III.

There are separate storm and sanitary sewers along Allen Boulevard. A 24-inch city storm sewer carries runoff from west to east and is capable of carrying a 5-year flood.

Shallow excavations could encounter groundwater if construction occurs during high rainfall or groundwater periods. Since natural drainage is poor, the groundwater table is high, and the overall slope is gradual, some ponding could occur in isolated areas. Special precautions will be taken during construction to protect excavated slopes where necessary. Curbs, gutters, and sidewalks are incorporated into the project design for all alternatives to facilitate runoff. Runoff will be slightly greater under the Selected Alternative A than under either the No-build Alternative or Alternative B, but the existing storm drain is adequately sized. Both build alternatives would increase runoff less than 5 percent over the No-build Alternative.

GEOGRAPHIC SETTING, TOPOGRAPHY, GEOLOGY, AND SOILS

The immediate topographic and surface geological environment should not pose any special constraints on the project or cause any unusual construction problems. The topography of the area is generally very flat, with two gradual inclines. Geologic and soil conditions are generally suitable, although some subbase material might have to be imported. Additional soil studies will be conducted before construction to determine detailed engineering characteristics.

BIOLOGICAL

Most of the vegetation along Allen Boulevard is landscaped horticultural trees, shrubs, flower beds, and lawns. Vegetation plots are concentrated in residential areas and are interspersed among paved sidewalks, driveways, and parking areas.

No areas of unique or undisturbed native vegetatation exist along the roadway. However, nine small groupings of tall, mature Douglas fir occur on Allen's north side. Seven of these groups are adjacent to the right-of-way between Taralyn Avenue and Murray Boulevard. Several mature oaks and a few large pines are also located along the right-of-way.

Some of the large, mature firs within and adjacent to the proposed rights-of-way would be removed during construction or could be adversely affected by soil compaction and increased paving in Selected Alternative A. Alternative B and the No-build alternative would not disturb the large trees. There are no wetlands or rare or endangered species along this portion of Allen Boulevard.

The impacts to the biological environment will be relatively minor except for the removal of the large fir trees. Sidewalks and bikeways along the north side of the road will be planned to save some of the large trees landscaping along Allen Boulevard will improve the overall vegetation under the Selected Alternative.

ECONOMICS

Existing Conditions

The residential neighborhoods in the project area have lower incomes and unemployment rates than the county average.* Average family incomes in 1969 were almost $12,000 in these neighborhoods, compared with $12,939 in the entire county. This was higher than the $11,803 average in the Portland Standard Metropolitan Statistical Area (SMSA), however. CRAG estimates for 1975 show household income considerably higher, but proportionately it would be about the same as the 1969 data. The unemployment rate of 3.7 percent in 1970 was lower than the 5.0 percent rate in Washington County.

A relatively large number of residents are in the professional and managerial occupational categories. Approximately 50 percent of the work force is employed in the county, and about half of these are in professional or managerial positions.

Local commercial development is primarily neighborhood or convenience oriented. The 31 businesses located on Allen Boulevard employ an estimated 176 people (full-time equivalents). Annual sales are estimated to be about $7.5 million. None of the existing commercial businesses are expected to be displaced by the Selected Alternative.

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*Based on 1970 and 1975 U.S. Census data, the most recent available for the area.

Impacts

The effects of the Selected Alternative A and Alternative B would be reflected in the driving times of the street's users, vehicle operating costs, values of the surrounding property, increased sales by businesses, decreased property tax revenue, and fewer accidents per 1,000 vehicle miles.

The increased traffic along Allen Boulevard under both build alternatives is expected to increase sales by businesses located along Allen by $3.6 million in 1978 dollars by 1998. These direct sales impacts are expected to cause an increase in indirect sales of about $4.4 million. The total increase in sales would therefore be about $8 million.

The purchase of property for street right-of-way along Allen will decrease the taxable property in the county and city. Under the Oregon taxing system, these "lost" revenues may be redistributed to other taxable lands, or they may be lost completely. The usual case is that they are shifted to other property owners, thus resulting in no net change in tax revenues.

The synchronization of the lights along Allen will result in a smoother flow of traffic, with fewer vehicle stops. The reduction in stops is expected to decrease vehicle operating costs by reducing vehicle idling time and the number of speed cycle changes. The savings from fewer vehicle stops and starts could total $1.8 million by 1998 under both build alternatives. The reduced idling time at lights is estimated to save about $240,000 in vehicle operating costs by 1998.

Both Alternatives A and B are expected to decrease the number of accidents per 1,000 vehicle miles traveled along Allen Boulevard.

The additional noise and air pollution created by increased traffic volumes under Alternatives A and B could decrease residential property values along Allen. No widely accepted methodology is available for predicting the monetary losses that may occur. This reduction in property values could also decrease local property tax base. Commercial properties could increase in value because of increased business sales potential from larger traffic volumes.

In present value terms, using a 6.875 percent discount rate, Selected Alternative A will result in a savings of about $7.0 million compared with construction costs of $2.277 million. Alternative B would result in a savings of $1.7 million compared with construction costs of about $804,000. Therefore the Selected Alternative A will have a benefit-cost ratio of 3.87, whereas Alternative B would have had a ratio of 2.15. The Selected Alternative is therefore preferable to Alternative B in present value terms. Both alternatives would have been preferable to the No-build alternative if judged only on the basis of the economic impacts discussed above.

Selected Alternative A

Under Alternative A, the amount of revenue that will be shifted or lost is estimated to be about $51,000.

Alternative A will increase the average speed of traffic, thus saving user time. The value of this user time savings could amount to over $2 million through 1998.

The increased average traffic speed along Allen under the Selected Alternative could decrease vehicle operating costs by $140,000 through 1998.

The reduction in accidents resulting under the Selected Alternative is estimated to save about $2 million in direct costs.

The total savings in 1978 dollars under Alternative A will be about $14.0 million by 1998 (see Table 15).

Alternative B

Alternative B would result in a shift or loss of about $5,600.

Alternative B would decrease the average speed of traffic compared to the No-build Alternative, resulting in user costs of $7.8 million through 1998.

The slower speeds under Alternative B could increase vehicle operating costs by about $380,000.

Alternative B could save over $1.7 million in accident costs.

Alternative B would result in a total savings of about $3.5 million. (See Table 15).

LAND USE

Existing Conditions

Land use in the project area is predominantly residential. There are about 800 multifamily units (duplexes, four-plexes, apartments and condominiums) and about 50 single-family residences immediately adjacent to this section of Allen (area shown on Figures 3, 5, and 7).

Commercial and public uses tend to be clustered at or near major intersections. Two large grocery stores are located in the project area, one at Hall Boulevard and one near Murray Boulevard. Additional shopping and convenience stores will be constructed in the vacant area directly east of Murray. A major shopping area is also located at Lombard Avenue.

Two churches, two preschools, and a convalescent home occur in the immediate area. All of these except one of the preschools have direct access from Allen (Figure 13 shows generalized land use).

The current zoning matches existing land uses. The principal zone is R-2, multifamily. Commercial zoning districts include office and neighborhood commercial developments. (Figure 14 shows zoning).

There are no prime or unique farmlands along this portion of Allen.

The 1972 Beaverton Area General Plan (Figure 15) designates Allen Boulevard as an arterial with a 66-foot right-of-way and 44-foot street width. The typical standard includes a sidewalk and planter strip on one side and a combination sidewalk/bikeway and planter strip on the other side.

Relevant Policies of the Beaverton Area General Plan

The relevant policies and intentions of the Beaverton Area General Plan are listed below:

TABLE 15

ESTIMATED COSTS AND BENEFITS BY ALTERNATIVE
1982-1998

	Selected Alternative A	Alternative B
Direct Sales	$ 3,590,000	$ 3,590,820
Lost Tax Revenue	(-53,000)	(-5,644)
Speed Cycle Changes	1,756,000	1,756,104
Truck Time Savings	73,000	(-267,190)
Car Time Savings	2,046,000	(-7,555,777)
Operating Cost Savings	140,000	(-378,352)
Accident Cost Savings	1,994,000	1,706,120
Indirect Sales	4,388,000	4,388,000
Idling Cost Savings	236,000	235,760
Subtotal	$14,170,663	$ 3,469,000
Construction Costs	(-2,277,000)	(-804,000)
Net Benefits	$11,893,000	$ 2,665,000

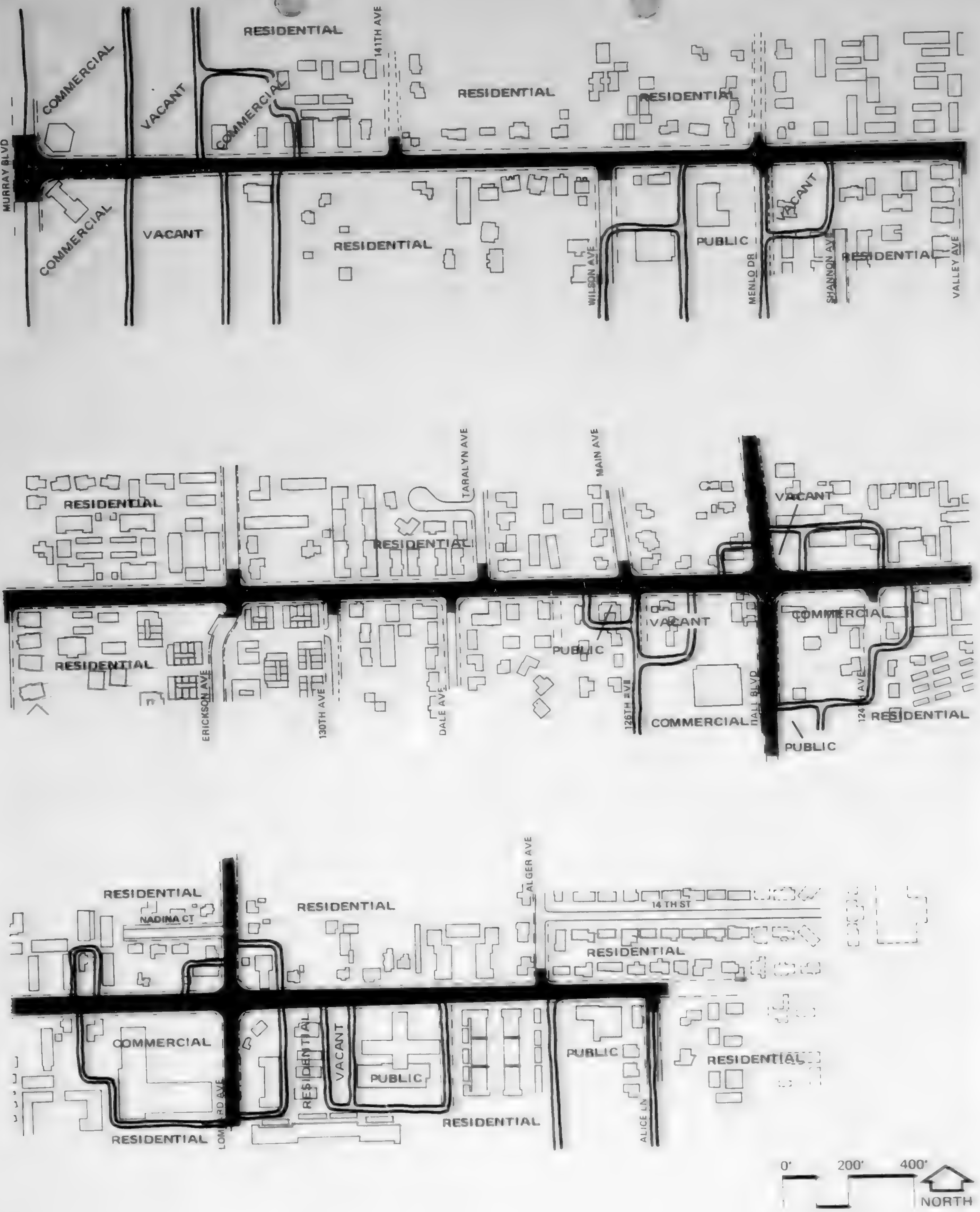

RESIDENTIAL
141TH AVE
COMMERCIAL
VACANT
COMMERCIAL
RESIDENTIAL
RESIDENTIAL
MURRAY BLVD
COMMERCIAL
VACANT
RESIDENTIAL
VACANT
PUBLIC
RESIDENTIAL
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
RESIDENTIAL
RESIDENTIAL
VACANT
RESIDENTIAL
VACANT
COMMERCIAL
PUBLIC
ERICKSON AVE
130TH AVE
DALE AVE
126TH AVE
COMMERCIAL
HALL BLVD
124 H AVE
RESIDENTIAL
PUBLIC
RESIDENTIAL
NADINA CT
RESIDENTIAL
ALGER AVE
14 TH ST
RESIDENTIAL
COMMERCIAL
RESIDENTIAL
VACANT
PUBLIC
PUBLIC
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
LOM RD AVE
ALICE LN
0'
200'
400'
NORTH

FIGURE 13
EXISTING LAND USE

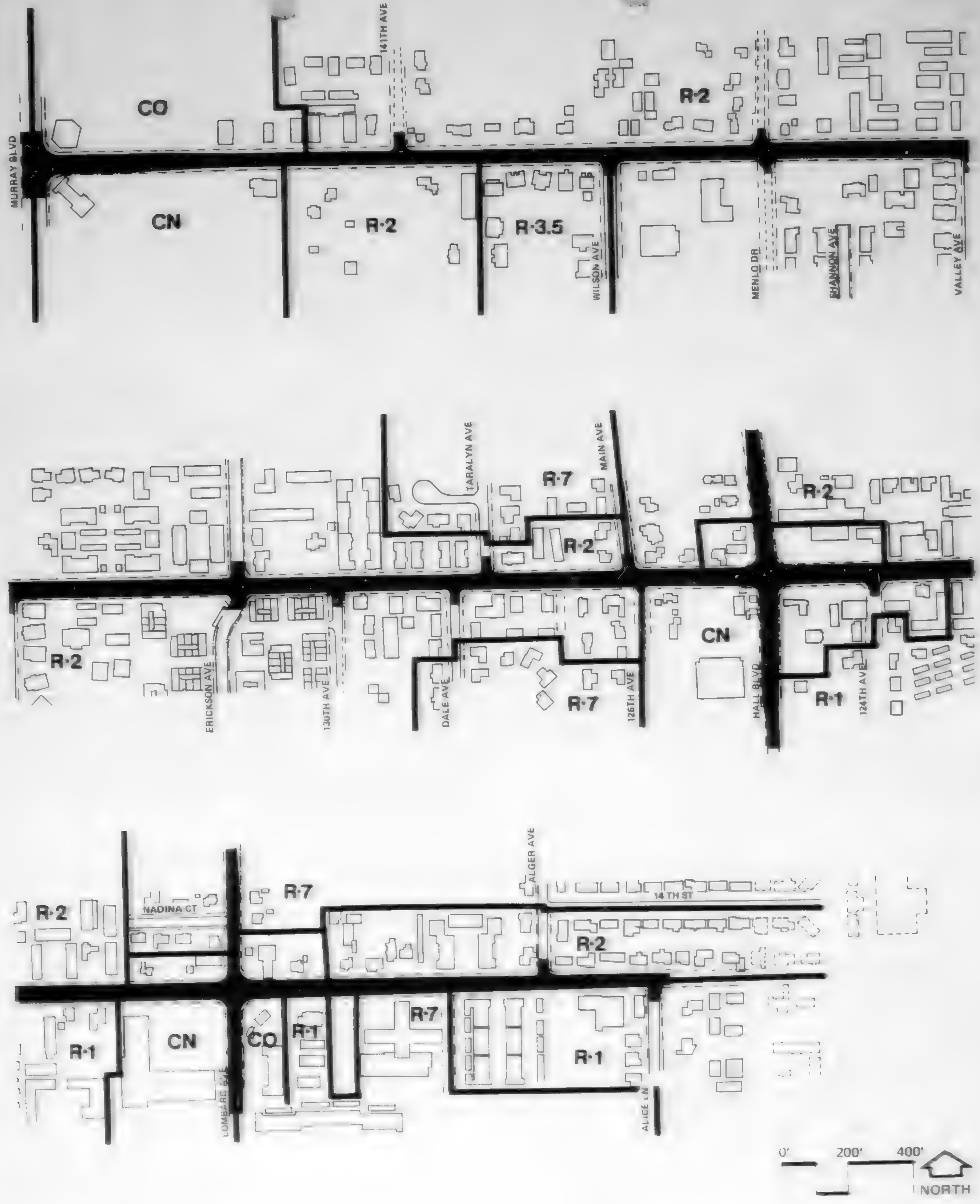
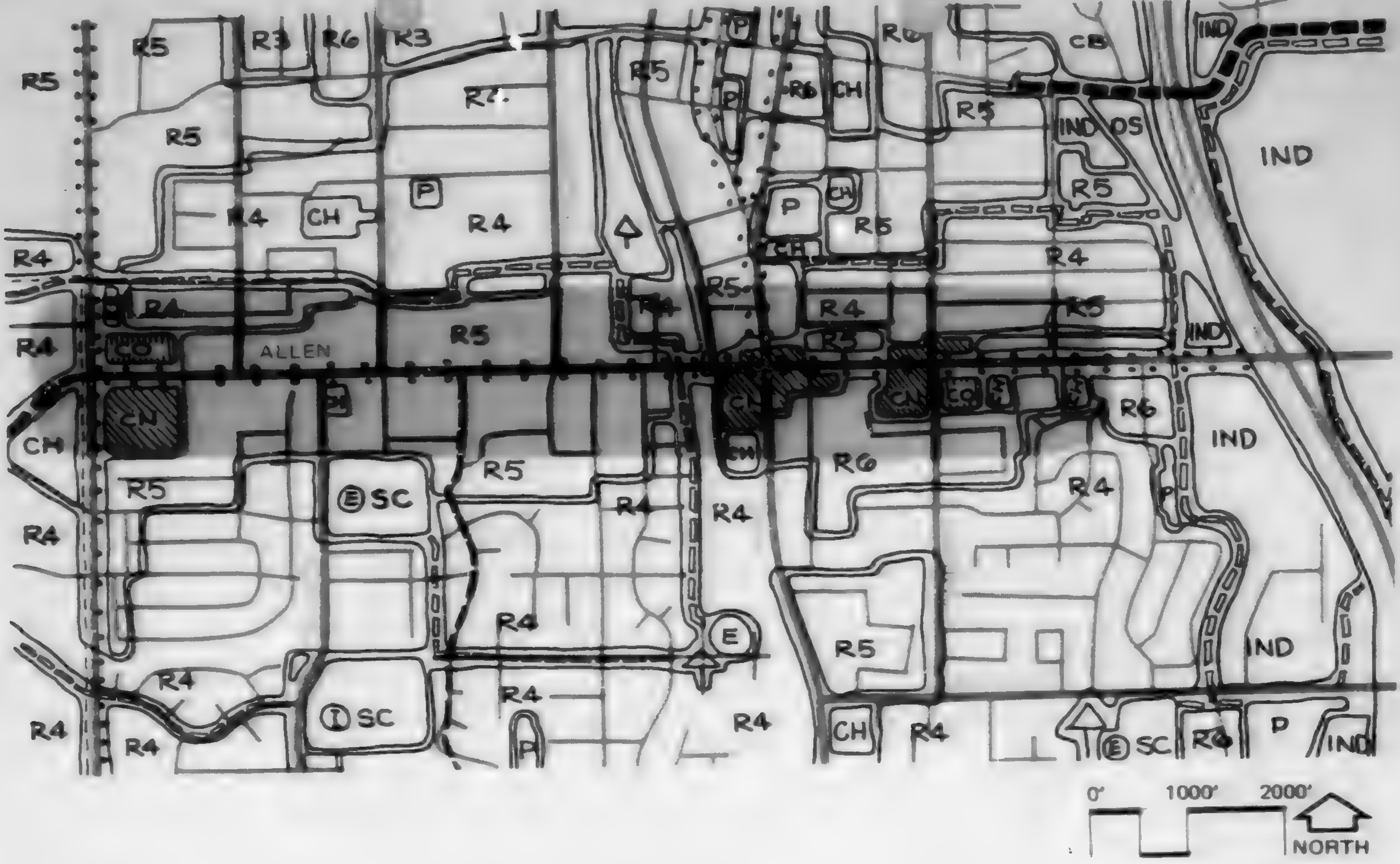

CO
MURRAY BLVD
141TH AVE
R-2
CN
R-2
R-3.5
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
R-7
R-2
R-2
R-2
ERICKSON AVE
130TH AVE
DALE AVE
R-7
126TH AVE
CN
HALL BLVD
R-1
124TH AVE
R-2
NADINA CT
R-7
ALGER AVE
14 TH ST
R-2
R-1
CN
CO
R-1
R-7
R-1
LOMBARD AVE
ALICE LN
0'
200'
400'
NORTH

FIGURE 14
EXISTING ZONING


R5
R3
R6
R3
R6
CB
IND
R5
R4
R5
P
R6
CH
R5
IND
OS
IND
R5
R5
R4
CH
P
R4
P
CH
R5
R4
R4
R4
R5
R4
R5
R4
R5
R4
CO
ALLEN
R5
IND
CH
CN
CN
CO
R6
CH
CN
R6
IND
R5
E SC
R5
R4
R4
R4
R4
P
R4
E
R5
IND
R4
R4
R4
SC
R4
CH
R4
E SC
R6
P
IND
R4
R4
P
0'
1000'
2000'
NORTH

▨	Project Area
- - - - -	Development Characteristics E=Established U=Undeveloped
▬ ▬ ▬	Proposed Collectors
▬ ▬ ▬	Proposed Arterial
▭ ▭ ▭	Trail
• • • • • • •	Landscaping
R6	Residential with 500-2,000 sq. ft. minimum land area per dwelling unit
R5	Residential with 2,000-6,000 sq. ft. minimum land area per dwelling unit
R4	Residential with 6,000-10,000 sq. ft. minimum land area per dwelling unit
R3	Residential with 10,000-20,000 sq. ft. minimum land area per dwelling unit

CN	Neighborhood Commercial
CO	Office Commercial
CB	Central Business Expansion
IND	Industrial Park
OS	Open Space
SC	Existing School
Ⓢ	School Site
Ⓔ	Proposed School
P	Existing Park
△	Proposed Park
CH	Church

FIGURE 15
BEAVERTON AREA GENERAL PLAN

--Medium and high-density residential developments should be located where they have good access to arterial streets and are near commercial services or public open space.

--Major and collector streets should be secured as development proceeds so that a reasonable circulation pattern will result within residential areas.

--Streets should recognize natural terrain features as much as possible to avoid unnecessary cuts and fills.

--Streets should be designed to carry anticipated traffic volumes and to provide spaced for an adequate planting strip and sidewalks or bikeways.

--Sidewalks should be required on both sides of all residential streets unless the developer plans, dedicates and improves an alternate system of walkways and trails to provide adequate pedestrian circulation within the residential area.

--Sidewalks, trails and pedestrian ways should be provided in all new developments and efforts should be made by the community to develop these facilities in existing residential areas.

--Bikeways should be considered as both a circulation and recreation element in the plan and adequate facilities should be obtained for this purpose in all new development.

--Efforts should be made to extend a bikeway system through existing residential areas.

--Bicycle traffic should be permitted on sidewalks in all residential sections of the community in order to separate bicycle traffic from automobile traffic.

--Provisions should be considered which will permit mass transit vehicles on arterial and collector streets within residential areas in the future.

--All residential areas should include other amenities as development situations permit, such as landscaped traffic islands or extra-width planting strips.

Impacts

To analyze the land use impacts of the project, land use changes were projected for each alternative and compared with a set of criteria from the 1972 Beaverton Area General Plan. The project alternatives were also evaluated in terms of consistency with statewide Land Conservation and Development Commission (LCDC) goals. The growth-inducing potential of the project alternatives was also addressed.

No-Build Alternative

The No-build Alternative does not conform to either the street standards or the policies in the Beaverton Area General Plan. The road as it currently exists does not meet the adopted street standards in the plan and does not conform to the policy that streets be designed "to carry anticipated traffic volumes and provide space for an adequate planting strip and sidewalks or bikeways."

Future land use under the No-build Alternative would probably remain fairly stable. The existing, predominantly residential pattern is well established, and the Beaverton Area General Plan designates almost the entire area for residential use.

As areas to the west and southwest continue to grow, there may be increased pressure for additional neighborhood convenience shopping along Allen. The recent construction of the shopping center on Murray and the planned commercial expansion next to it are evidence of the increased demand for these services.

The No-build Alternative is to some extent inconsistent with the LCDC transportation goal. It does not provide a safe, convenient or efficient transportation system to the year 1998. Under the No-build Alternative, Allen Blvd.

would reach capacity in the early 1980's, and traffic would spill over into residential areas and worsen impacts on residential streets.

There would be no growth-inducing effects if no improvements were made.

Selected Alternative A

Alternative A is essentially the same as the standards in the Beaverton Area General Plan. It conforms more closely to the standards than either the No-build Alternative or Alternative B.

However, the Selected Alternative creates potentially greater conflicts with residential and other uses than Alternative B or the No-build Alternative because the actual roadway would be closer to residences.

This alternative is consistent with statewide land use planning goals. It provides a safe and efficient circulation system, and the capacity of the road is not projected to be reached before 1998.

The growth-inducing impact of the Selected Alternative is expected to be minimal. The proposed improvement of Allen is in response to current and future demands. The project is in an urban area that is highly developed and that is projected to experience continued development, with associated traffic volume increases. Any growth that might be induced will be in conformance with the land use plans, since plans do not apply significant growth restraints in urban areas. This growth is expected to occur whether or not Allen is improved.

Alternative B

Alternative B represents a lower street standard than that identified in the Beaverton Area General Plan. It does not confrom to the plan and would not adequately serve the area after 1990.

Noise disruptions to residences would be slightly less than in the Selected Alternative because of the greater distance of the street from the nearest residences.

Alternative B has essentially the same street width as the No-build alternative. It would not require relocating any businesses or residences.

This alternative is, to some extent, inconsistent with the LCDC transportation goal. It does not provide a long-range solution to the traffic and circulation problems on Allen. Additional improvement would be required around 1990 to maintain levels of service.

Alternative B would be minimally growth-inducing and would be the same as the No-build Alternative after 1990. The change in roadway design should not affect land uses along Allen, since the area is almost fully developed.

SOCIAL CHARACTERISTICS

Existing Conditions

Residential development along Allen is characterized by a large number of apartments and condominiums, with several pockets of single-family dwellings. The neighborhoods surrounding Allen are predominantly single-family dwellings, with fewer apartments and condominiums.

Most of the residents in the surrounding area are fairly young families with incomes slightly below the county average. The average length of residence is short, with less than 50 percent of the residents having lived in their present house or apartment over 2 years, based on 1970 census information. The most recent information shows that about half of the employed neighborhood work force works in Washington County, with almost 50 percent of these employees holding professional or managerial positions. This area has had a low unemployment rate compared with the county as a whole or with the Portland area.

The commerical businesses along Allen Boulevard provide convenience shopping, services, and other needs to the local residents.

Impacts

The effects of the alternatives on neighborhood quality will be the sum total of the effects described in other sections; i.e., the effects on land use, pedestrian safety, traffic, noise levels, etc.

Selected Alternative A will improve the appearance of the street through additional plantings and landscaping. However, the Selected Alternative will result in slightly more noise, since the street would be closer to residences.

Since the area is already highly developed and urbanized, growth-inducing impacts or social changes would be minimal under any of the alternatives.

DISPLACEMENT AND RELOCATION

Existing Conditions

Thirty-one businesses are located along Allen Boulevard within the project area. These businesses employ about 176 people and have an estimated annual sales of about $7.5 million. Most of these firms serve the local neighborhood and surrounding area.

Impacts and Mitigating Measures

Selected Alternative A would not displace any businesses. However, the Atlantic Richfield gas station at Lombard and the Texaco station at Hall would each lose a set of gas pumps because of the expanded right-of-way. It is not known whether this would put these stations out of business since there would still be pumps left at each station, and displaced pumps may be relocated in each case (Figure 16). These two stations would also be affected by Alternative B.

Dwelling units that could be displaced by improvements to Allen Boulevard were determined by overlaying maps of the two build alternatives on a map of present corridor physical conditions. Structures within the expanded right-of-way were considered displaced. The garage of the residence at 12625 Allen (near Hall) would be in the right-of-way. The residence at 12948 Allen is partly in the right-of-way and would have to be displaced.

The expanded right-of-way for Alternative A and B, respectively, would take 1.75 or .14 acres of land from single-family and multi-family uses, .78 or .34 acres from commercial uses, .08 or .01 acres from public uses, and .17 or .05 acres of vacant land. None of these land uses other than those specifically mentioned above should be significantly affected.

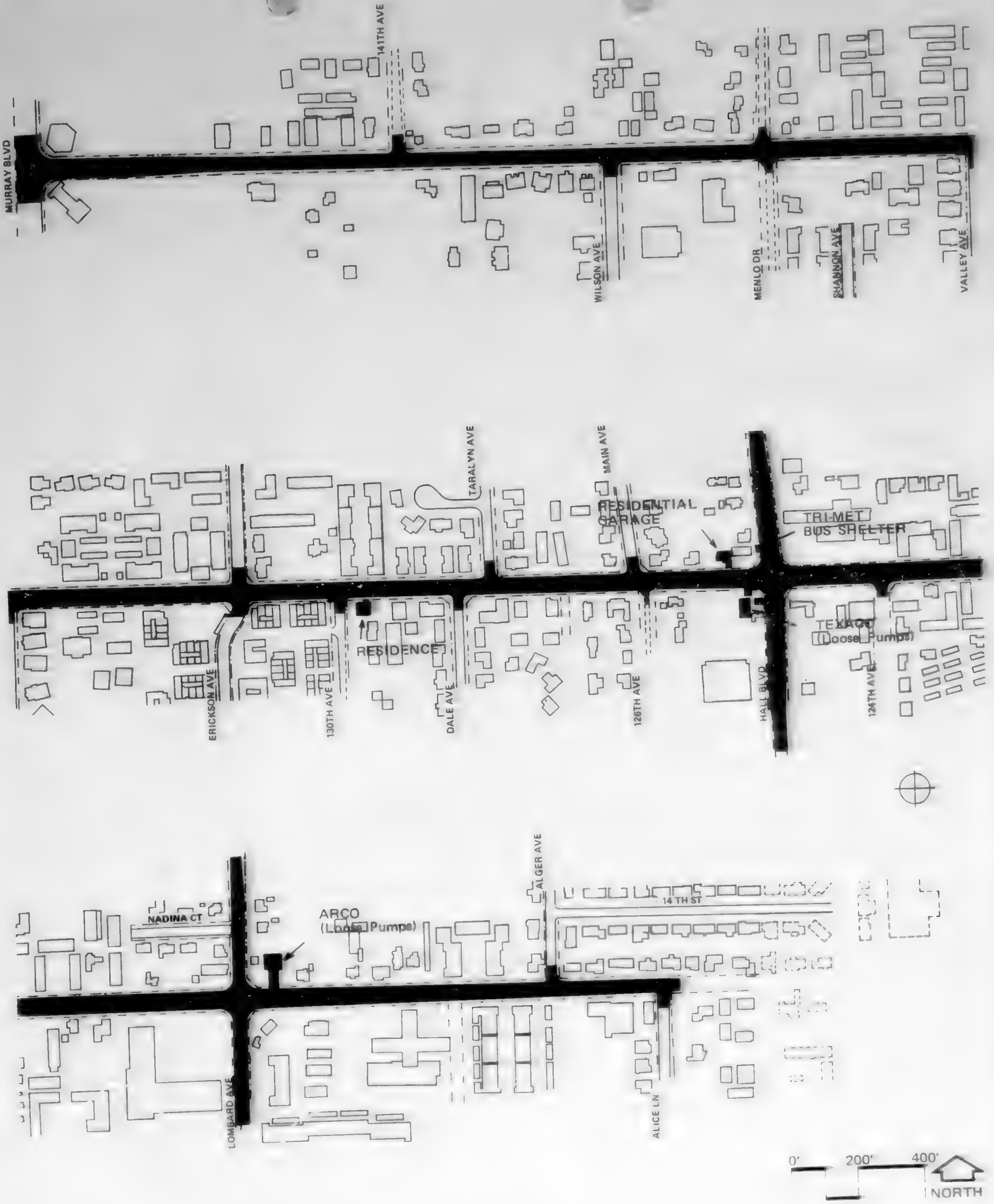

MURRAY BLVD
141TH AVE
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
RESIDENTIAL GARAGE
TRI-MET BUS SHELTER
RESIDENCE
TEXACO (Loose Pumps)
ERICKSON AVE
130TH AVE
DALE AVE
126TH AVE
HALL BLVD
124TH AVE
ALGER AVE
NADINA CT
ARCO (Loose Pumps)
14 TH ST
LOMBARD AVE
ALICE LN
0'
200'
400'
NORTH

FIGURE 16
AFFECTED STRUCTURE

There is no way to avoid these impacts. The Oregon Department of Transportation (ODOT) will give assistance to the affected businesses and dwellings. The ODOT right-of-way section staff will work directly with owners in each case to determine if relocation benefits are warranted or necessary. The owners will be compensated for property losses at fair market values, and relocation benefits will be made available. A complete description of relocation benefits are contained in the appendix.

VISUAL CHARACTERISTICS

Existing Visual Environment

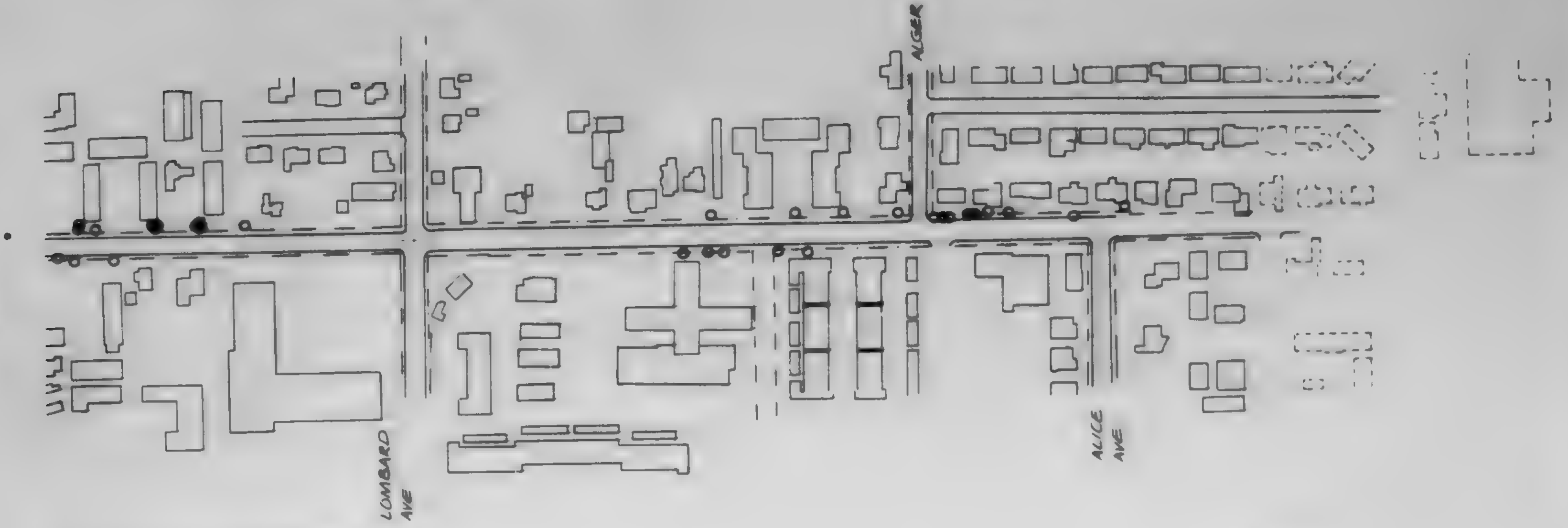
Allen Boulevard is a diverse, disconnected, and confusing visual environment, with little overall unity. There are several distinct visual zones along Allen, corresponding to the dominant activity occurring within them:

- --Commercial zone
- --Professional zone
- --Residential zone
- --Nondeveloped zone

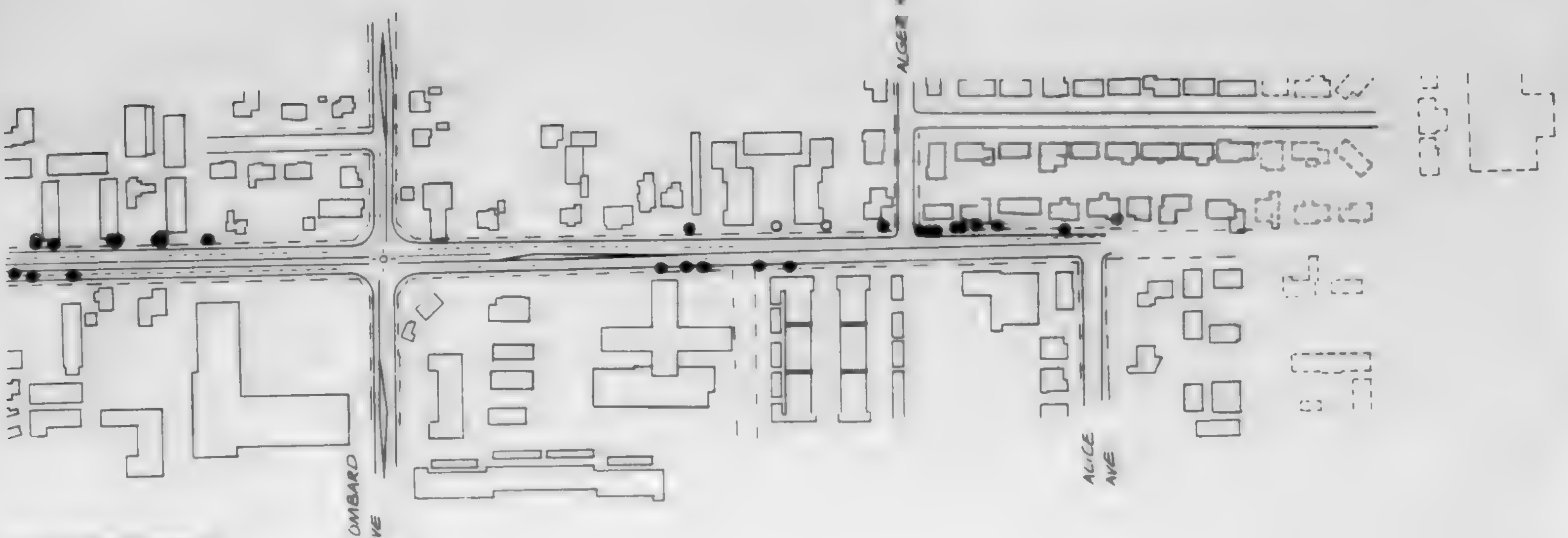
Each zone has distinct characteristics. The commercial zone businesses typically have paved lots up to the sidewalk, and little or no planting areas. The professional zone has a generally smaller scale than the commercial zone, sets parking lots back from the sidewalks, and has more plantings and "softer" edges than commercial zones.

The transition edge in residential zones is usually planted, helping to soften the visual appearance of structures. The scale is generally smaller in the residential zone, especially where there are single-family homes.

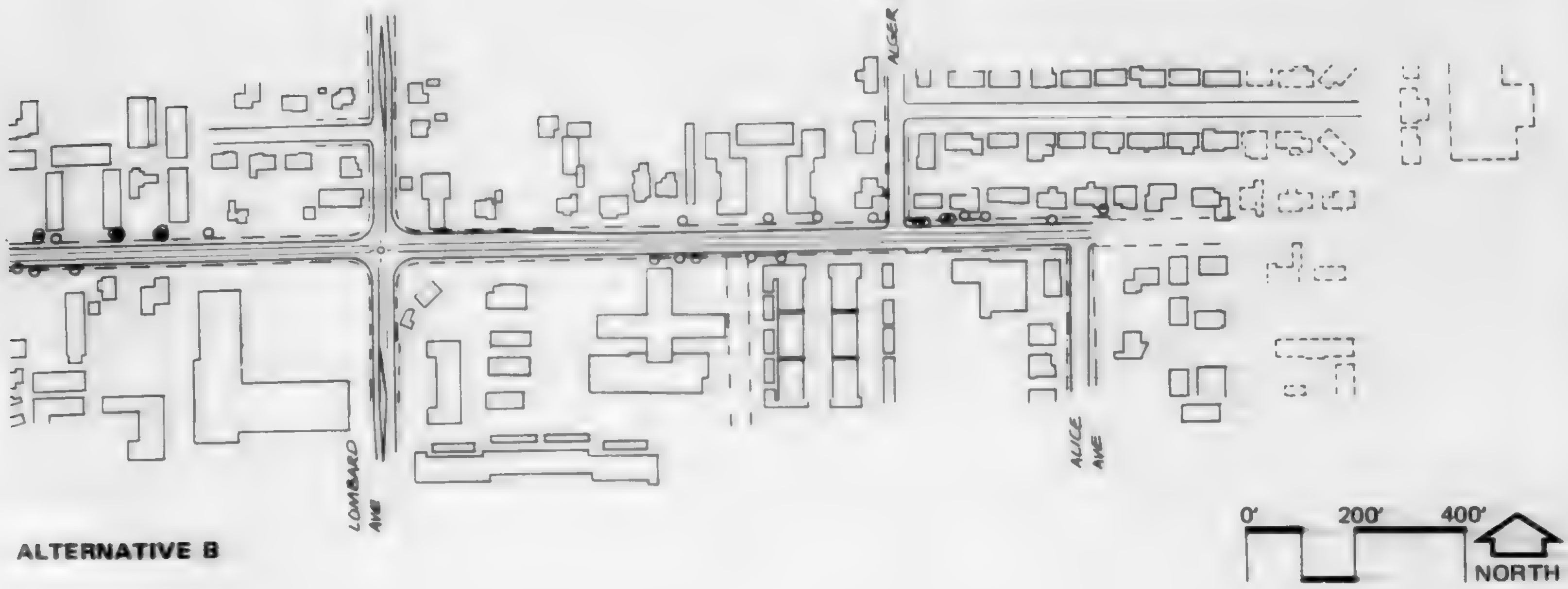
As a visual unit, the nondeveloped zone takes several forms. It includes newly cleared and graded land not yet developed, open grassy areas, and mature vegetation areas. Figure 17 shows the significant existing vegetation. Most notable are the mature Douglas firs along the north side of Allen near Valley Ave.


ALGER AVE
LOMBARD AVE
ALICE AVE

NO-BUILD ALTERNATIVE


ALGER AVE
LOMBARD AVE
ALICE AVE

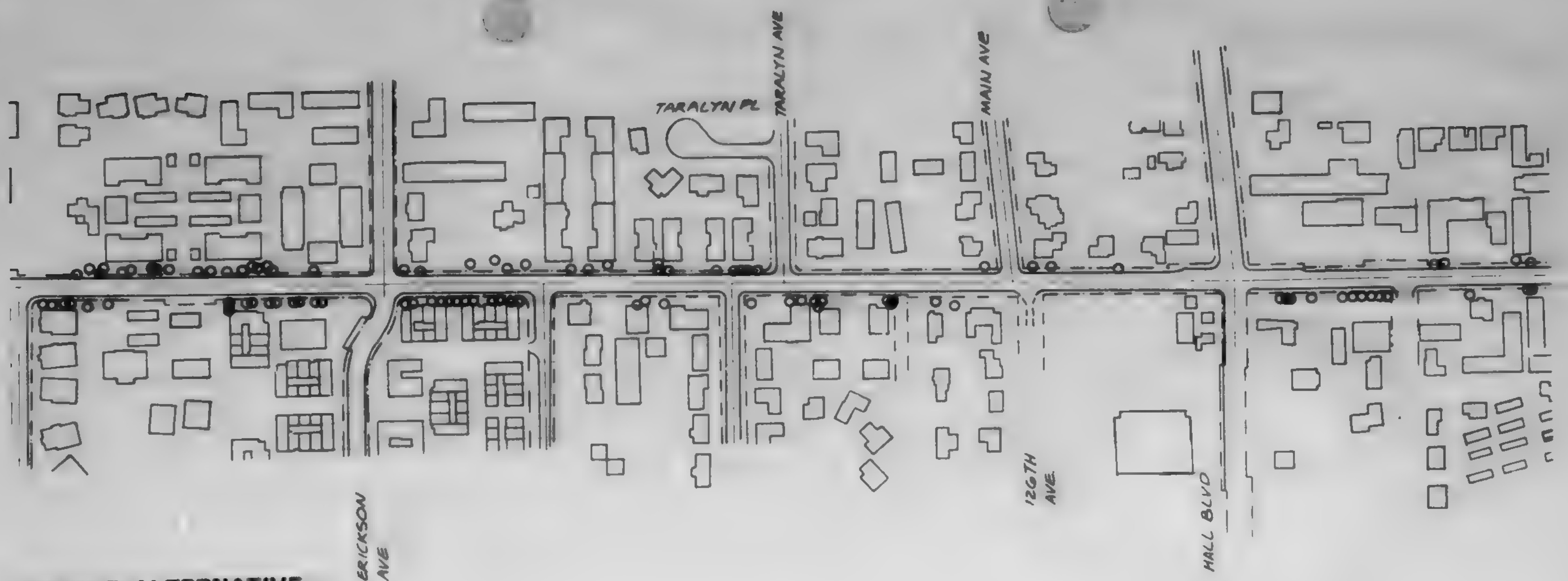
ALTERNATIVE A


ALGER AVE
LOMBARD AVE
ALICE AVE
0'
200'
400'
NORTH

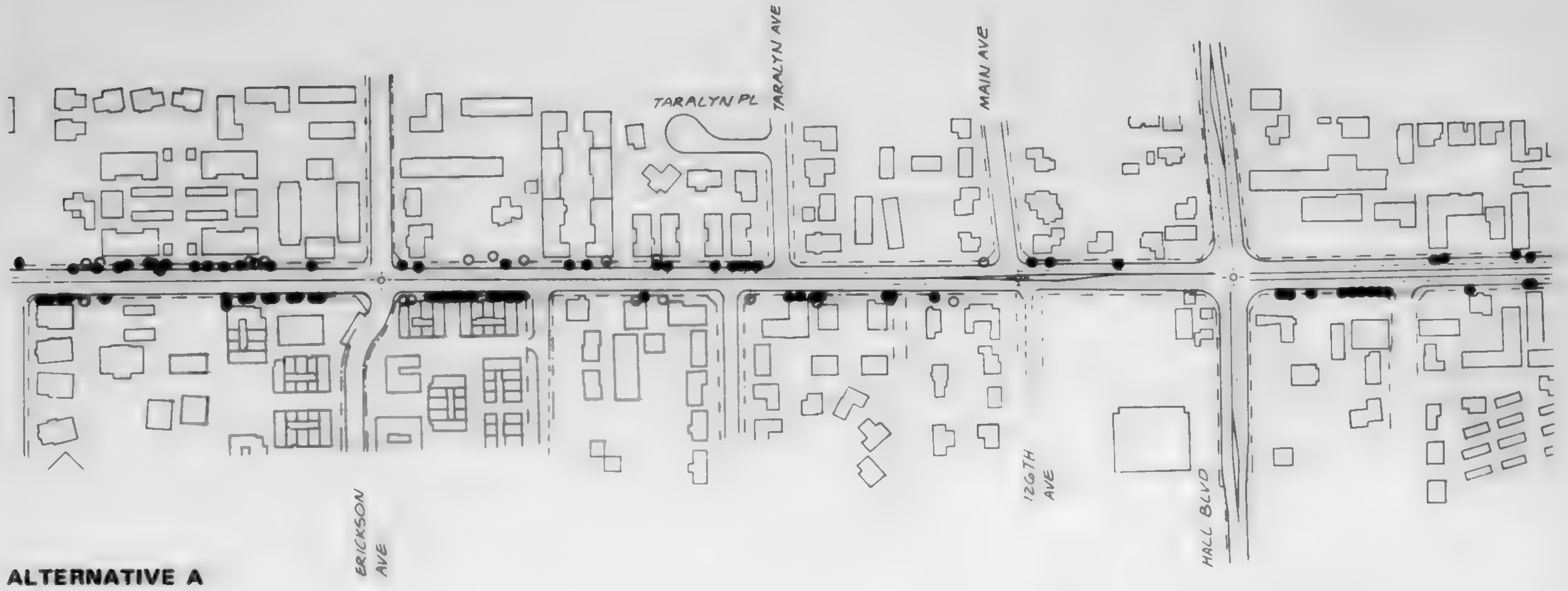
ALTERNATIVE B

○ Remaining Trees
● Removed Trees

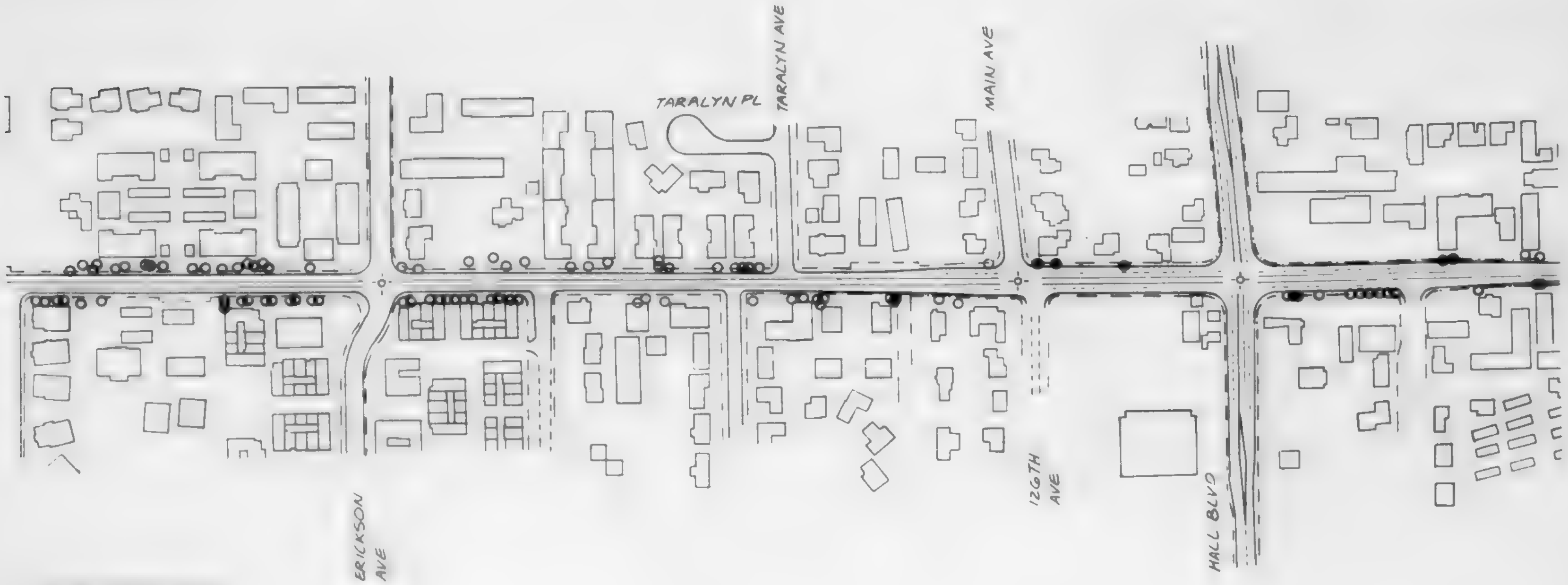
FIGURE 17
EXISTING SIGNIFICANT VEGETATION


TARALYN PL
TARALYN AVE
MAIN AVE
ERICKSON AVE
126TH AVE
HALL BLVD

NO-BUILD ALTERNATIVE


TARALYN PL
TARALYN AVE
MAIN AVE
ERICKSON AVE
126TH AVE
HALL BLVD

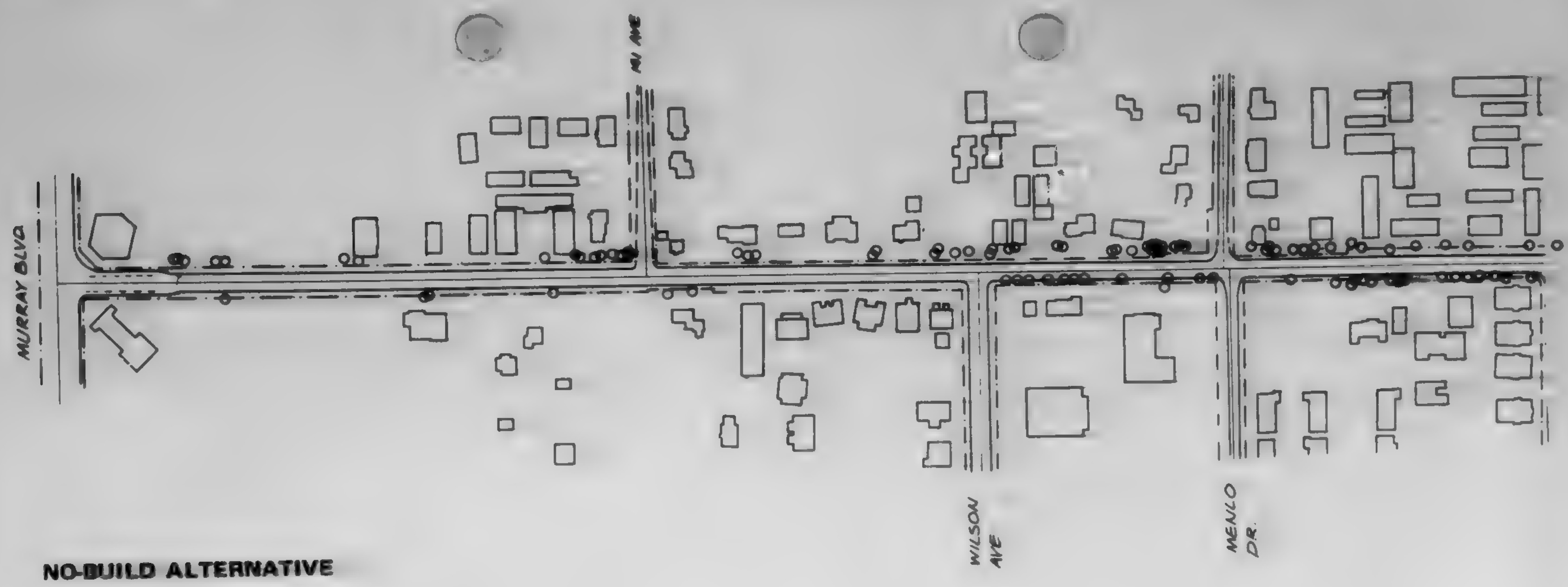
ALTERNATIVE A


TARALYN PL
TARALYN AVE
MAIN AVE
ERICKSON AVE
126TH AVE
HALL BLVD

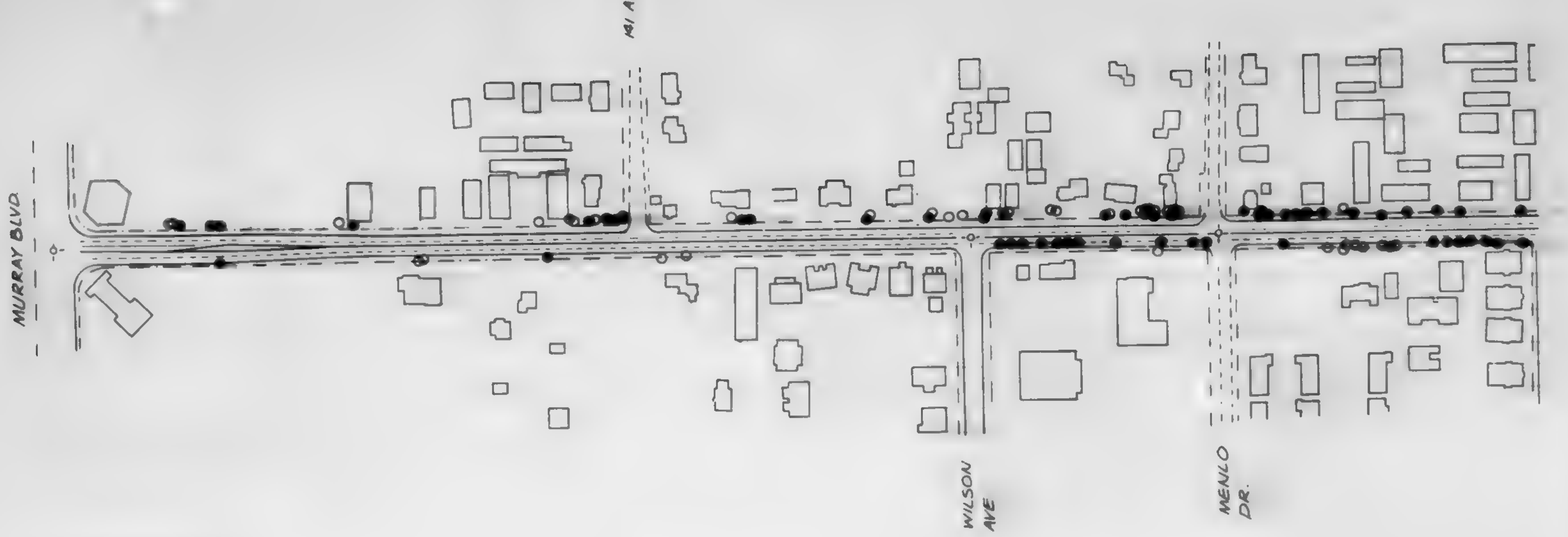
ALTERNATIVE B

○ Remaining Trees
● Removed Trees

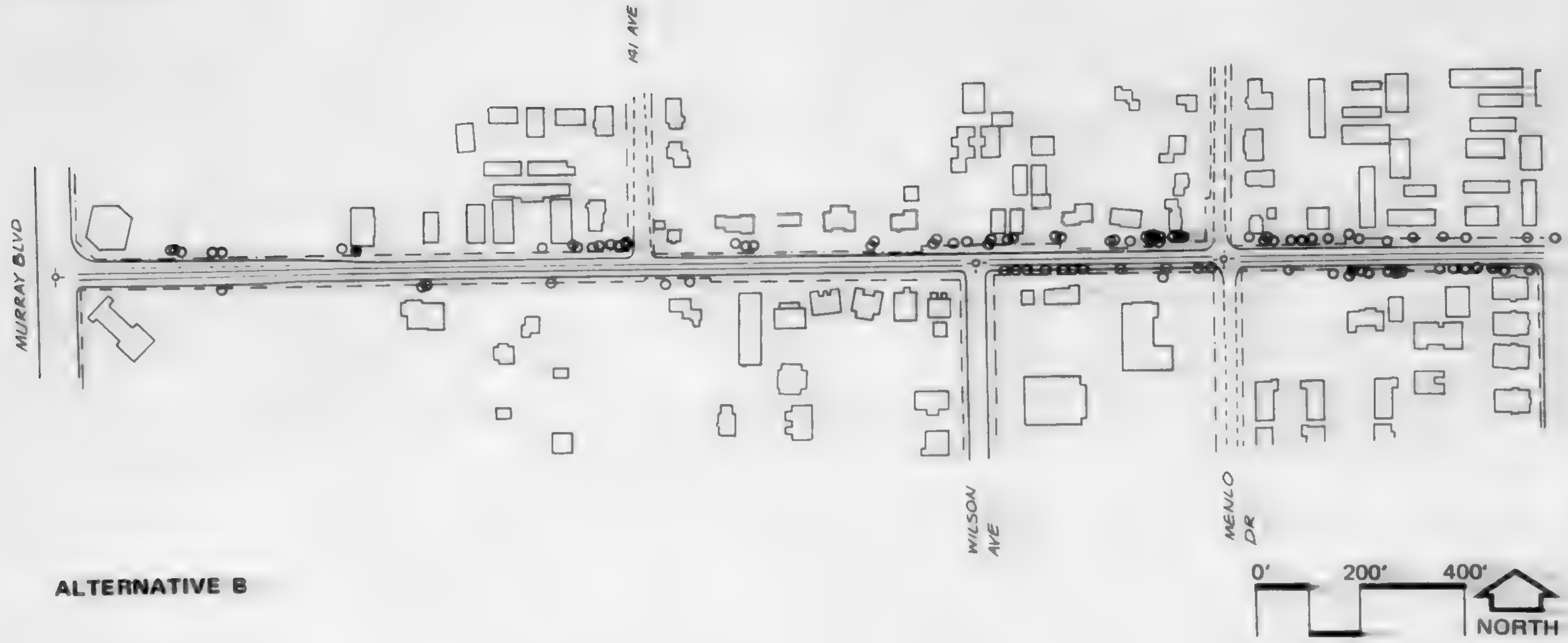
FIGURE 17
EXISTING SIGNIFICANT VEGETATION


141 AVE
MURRAY BLVD
WILSON AVE
MENLO DR.

NO-BUILD ALTERNATIVE


141 AVE
MURRAY BLVD
WILSON AVE
MENLO DR.

ALTERNATIVE A


141 AVE
MURRAY BLVD
WILSON AVE
MENLO DR
0'
200'
400'
NORTH

ALTERNATIVE B

○ Remaining Trees
● Removed Trees

FIGURE 17
EXISTING SIGNIFICANT VEGETATION

The combination of these different zones provides little overall visual unity along Allen. Visual separation between vehicles and pedestrians is poor or nonexistent. Edges tend to vary and are weak or poorly defined, resulting in visual confusion for those moving along the road. Planting strips are narrow, and street trees are virtually nonexistent.

Impacts and Mitigating Measures

No-build Alternative

The No-build Alternative would not affect the existing visual environment of Allen Boulevard. It would remain essentially unchanged, and no landscaping would be added.

Selected Alternative A

Implementation of the Selected Alternative will cause the loss of some existing vegetation. It will also reduce the "transition edge" that currently exists between the sidewalk and the build environment. This reduction will intensify the activities and elements that occur at this edge--fencing, planting and visual screening, and signs. Since this edge separates residential areas from the road activities, the greatest impact will be felt in these residential areas.

This alternative provides for planting strips on both sides of the roadway, which will mitigate the visual impacts. Further plantings will not be possible without widening the right-of-way. Other mitigating measures will include the burial of all overhead utilities, where practical.

Alternative B

Alternative B would cause some loss of vegetation where the right-of-way is increased at Murray Boulevard and between Hall and Main; it would not cause vegetation loss at Lombard. The transition edge would also be somewhat decreased in these areas, but this would not significantly affect major residential areas.

CULTURAL RESOURCES

Existing Conditions

No properties in the project area are listed or eligible for the National Register of Historic Places.

Two properties are of passing cultural interest but are not eligible for the National Register. The log house at 5965 S.W. 141st Avenue was constructed in 1950. The logs were taken from timber at the site. Native stone was used in the foundation, front stoop, chimney, and fireplace and rustic designs were added to exterior window framing. The site is adjacent to Allen Boulevard, but faces 141st Avenue and is considerably set back from both streets. Access is from 141st Avenue.

The residence at 14180 Allen Boulevard is an older farmhouse built before 1920. It is approximately 40 feet from the existing Allen Avenue pavement. The house has no historic or architectural significance, but it is representative of early settlement periods.

Prior to white settlement, the project area was inhabited by the Tualati Tribe of the Calapuyan Family. The area has since been extensively urbanized and distirbed, making the discovery of in-situ archeologic material virtually impossible.

Impacts and Mitigation

The selected project alternative will not affect any listed or eligible National Register property.

The impacts to the log house and the farmhouse will be insignificant. The farmhouse is set back 40 feet from the roadway. There will be no trees removed from the front of the property.

Two or three trees bordering the sidewalk may be removed at the log house. Other evergreens located closer to the house will preserve the beauty of the setting. Care will be taken to remove as few trees as possible.

Coordination

The project area was field surveyed for historical properties. The State Historic Preservation Office was consulted for information on any historically significant properties in the area. The SHPO and this agency determined that no National Register eligible properties were being affected.

The SHPO office furthermore, concurred that the combination of urban build-up and previous ground disturbance precluded the necessity of doing an archaeologic survey. Chance discovery of archaeologic sites during project construction and evaluation of the cultural site.

In conclusion, the requirements of the National Historic Preservation Act of 1966, Executive Order 11593 and USDOT regulations pertaining to the protection of cultural properties have been fulfilled. Evidence of concurrence by the Oregon SHPO is included in Appendix E.

PUBLIC SERVICES

Existing Conditions

The City of Beaverton supplies water for domestic use and fire protection along Allen Boulevard in 6 to 14 inch water lines. The city also operates the storm and sanitary sewer system that serves area residents and developments. Sewer size ranges from 8 to 24 inches. The storm drain is sized for a 5-year flood. Police and fire protection are also provided by the city.

Portland General Electric Company owns and operates the power distribution system along Allen Boulevard. The system consists of 13,000-volt feeder lines and a 115,000-volt transmission line on the north side of the street.

The General Telephone Company owns and operates the telephone system along Allen Boulevard. The system consists of pole lines and underground cable. Pole lines are located on the south side of Allen between Alice and Lombard. An underground cable runs along the sough side of Allen between Murray and Lombard. Northwest Natural Gas Company owns and operates a natural gas distribution line along Allen.

Impacts and Mitigation

No significant impacts are expected on the water system, power system telephone system or natural gas system by any of the alternatives.

Selected Alternative A

Alternative A will require some relocation and reconstruction of most of these services, but the continuity or quality of the service should not be adversely affected. The possibility of undergrounding the main transmission line was examined and determined to be too expensive (ten times the cost of above the ground relocation costs).

The Selected Alternative will also provide better maneuvering room for emergency vehicles than either Alternative B or the No-Build. The two lanes in both directions will provide more room for vehicles to move to the side of the road to make room for emergency vehicles.

No-Build and Alternative B

These alternatives would not significantly affect any of the utility systems except at the major intersections. Alternative B may require some moving of power lines on the north side of the street.

Maneuvering room for emergency vehicles would be less effective under Alternative B than Alternative A, however, build alternatives would be better than the no-build.

SUMMARY OF UNAVOIDABLE ADVERSE IMPACTS

SUMMARY OF UNAVOIDABLE ADVERSE IMPACTS

Listed below are the unavoidable impacts that would occur if the project were constructed. The impacts that can be mitigated are not included in this list.

--Since residents would be closer to the street under Selected Alternative A, there could be increased nuisances (noise, etc.) in the future.

--Assessed valuation may decrease under the Selected Alternative because of the additional right-of-way required.

--Some large trees and vegetation would be removed under Selected Alternative A.

--There could be some reduction in residential property values because of increased noise, etc., under both Build Alternatives.

--Both Build Alternatives will require that one residence be relocated and another residence will have its garage replaced. Two gas stations will lose a set of gas pumps. The Tri-Met bus shelter at Hall and Allen will have to be removed.

--Left turns to minor streets would still have to be made from through-traffic lanes under Selected Alternative A and the No-Build Alternative.

--Traffic could possible be rerouted temporarily onto local collector (residential) streets during construction.

THE RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

THE RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

This section discusses the trade-offs between short-term gains and losses and long-term environmental gains and losses under project alternatives.

NO-BUILD ALTERNATIVE

If this alternative were implemented, short-term gains would be the avoidance of the costs and disruption of improving Allen Boulevard. The federal and state funds could be allocated for other purposes. All of the construction impacts described for Alternatives A and B would be avoided.

The monetary gains and avoidance of construction impacts would be at the expense of having existing problems continue and perhaps worsen. Alternate routes would probably be used as congestion on Allen increased, which would worsen traffic, air quality, and land use impacts elsewhere.

ALTERNATIVES A AND B

Alternative B represents a short-term gain in traffic flow along Allen Boulevard. The capacity of the street would again be reached by about 1990, resulting in lower levels of service and in congestion problems much the same as exist today.

The construction of Alternative A will result in the short-term gain in improved air quality for the area. This short-term gain will deminish as traffic volume increases.

The gains of improved traffic and pedestrain circulation under Selected Alternative A are at the expense of some long-term environmental losses. These include increased noise levels, loss of some mature Douglas fir, and the conversion of more land to roadway use.

IRREVERSIBLE AND IRRETRIEVABLE RESOURCE COMMITMENTS

IRREVERSIBLE AND IRRETRIEVABLE RESOURCE COMMITMENTS

This section identifies the irreversible effects and resource commitments of the project that would curtail potential uses of the environment.

NO-BUILD ALTERNATIVE

The No-Build Alternative does not commit any resources during construction. The roadway would be left essentially as it is today. Total energy consumption would be slightly worse than in Alternative B. As congestion increases, people will be forced to travel other, more lengthy, routes to reach their destinations. The additional travel time requires greater fuel consumption.

The No-build Alternative does not foreclose future options for improving the roadway.

ALTERNATIVES A AND B

Land, labor, energy, and materials, would be irreversibly committed under both alternatives. Selected Alternative A commits more of these resources because of its greater development scale. Alternative B would commit almost the same energy resources as the No-build alternative and 7 percent more than the Selected Alternative.

Land committed for additional right-of-way is essentially irreversibly committed. Once developed, roadways are seldom returned to their original condition.

COMMENTS AND RESPONSES

COMMENTS AND RESPONSES

Nine letters commenting on the Draft Environmental Impact Statement were received from other public agencies, an attorney, and local residents. Complete copies of these letters can be found in Appendix A. Responses to those letters follow.

A public hearing on the project was held on July 31, 1979, at Highland Park Junior High School in Beaverton, Oregon. Responses to the testimony received at that hearing are summarized in the Project Description Chapter, under Coordination, Public Involvement and Hearing Results.

Index of Comments Received

U S. Department of Interior
U.S. Environmental Protection Agency
Oregon Department of Environmental Quality
Oregon Fish and Wildlife Department
Henry Kane, Attorney
Patricia Macklin
Donald S. Cox, Beaverton Christian Church
Oregon Intergovernmental Relations Division (No Response Required)

U.S. DEPARTMENT OF THE INTERIOR

Comment: The EIS contains only brief generalized discussions of geology, hydrology, and water quality. The statement would be improved with the addition of quantitative data for areas to be disturbed by construction, the volume of sediment to be generated or the rate of erosion, the effects of construction activities or the completed project on local storm runoff, or the amount of materials required for each build alternative.

Response: Considering the urban setting of this project and the lack of any streams in the area, it is felt that the level of information provided in the DEIS is satisfactory.

U.S. ENVIRONMENTAL PROTECTION AGENCY

Comment: The emission rates used in the DEIS were obtained from the compilation of Air Pollutant Emission factors. The new factors which should be used may be obtained from Mobile source Emission factors.

Response: Emission factors based on Mobile Source Emission Factors (EPA 400/9-78-006 March 1978) were used in the FEIS air quality analysis and indirect source permit.

Comment: The 1998 maximum 8-hour concentrations (Table 5-4) predicted do not indicate if Airpol or "rollback" calculations were used. Therefore comparison with 1983 CO concentrations is different.

Response: The 1998 maximum 8-hour concentrations were recalculated in response to DEQ indirect source permit requirements. The air quality model Caline 2 (Caline 2-An Improved Microscale Model For the Dispersion of Air Pollutants From A Line Source, FHWA-RD-77-74, June 1977) was used to predict the concentrations. The calibration regression equation $y=x + 3.3$ mg/m^3 (for 1983), $y=x + 2.5$ mg/m^3 (for 1998) was used to adjust Caline 2 predictions as specified by DEQ. Predicted 1998 Concentrations at the Hall Ave. monitoring site are directly comparable to 1983 concentrations. The revised predicted carbon monoxide concentrations used in the DEQ indirect source permit application is included below.

CO CONCENTRATIONS (mg/m^3) AT HALL AVE.
MONITOR AS PREDICTED USING CALINE 2
AND DEQ RECOMMENDED PROCEDURE

Year	Alternative	1-Hr. Concentration*	8-Hr. Concentration*
1978		14.5 (18.5)	(15.9)
1983	No-Build	9.5 (12.8)	(11.1)
1983	Build-A	9.2 (12.5)	(10.8)
1983	Build-B	9.9 (13.2)	(11.4)
1998	No-Build	3.4 (5.9)	(5.3)
1998	Build-A	4.8 (7.3)	(6.4)
1998	Build-B	6.3 (8.8)	(7.7)

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* Values in parentesis include background concentrations.

U.S. ENVIRONMENTAL PROTECTION AGENCY (CONT.)

Comment: Suggest that other alternatives might be considered in the Final EIS including property acquisition for residential owners whose property falls within the 67 dBA peak hourly L_{eq} contour.

Response: The purchase of residences predicted to be impacted by traffic noise would not be feasible for the following reasons: 1) The cost would be excessive; 2) The removal of front row structures would remove shielding and increase noise levels at residences immediately behind the front row structures, and 3) FHWA regulations only allow acquisition of real property as a mititgation measure when noise impacts are severe.

Comment: Possibly do minimal upgrading of other streets parallel to Allen Boulevard to divert some traffic from Allen.

Response: The upgrading of other streets parallel to Allen Boulevard is contrary to the purpose of the current project. All street improvements planned for the area are detailed in the *South Beaverton Arterial Plan (June 1976)*. Upgrading Allen Boulevard is expected to reduce congestion, improve safety, and reduce noise on other parallel roadways by attracting additional traffic to Allen Boulevard.

DEPARTMENT OF ENVIRONMENTAL QUALITY

Comment: Volume I amounts to no more than an executive summary of Air Quality. Information in Volume II report could be provided in the main body of the DEIS Volume I.

Response: Volume I is designed to be a summary of information found in the Technical Reports. Detailed information, procedures and results can be found in the Technical Reports forwarded for your review.

Comment: Volume II of the DEIS has adequately described the noise impacts associated with this project. However, Volume I should have contained more information on noise impacts.

Response: Copies of Volume II, Technical Reports are made available to all interested agencies and individuals. As stated in your comments, Volume II adequately describes the related impacts. Volume I is only a summary of those findings.

DEPARTMENT OF ENVIRONMENTAL QUALITY (CONT.)

Comment: If construction of noise barriers for Alternative A are not feasible, then acoustical treatment of homes and land-use mitigation measures should be given serious consideration.

Response: The use of State funds for the acoustical treatment of private residences is not allowed under current regulations.

FISH AND WILDLIFE

Comment: The evaluation of wildlife species and habitat described on page 7-3 of the Technical Report should be more comprehensive. The wildlife species composition is much more extensive than described in the EIS. The proposed project will not have significant impact on fish and wildlife.

Response: Concur that the project will not have significant impact on fish and wildlife resources. Additional time and expense cannot be justified to expand the Technical Report for this reason.

HENRY KANE - ATTORNEY

Please consider and respond to each of the following factors in the Final Environmental Impact Statement.

Comment: The adverse environmental effect of increased noise pollution to be suffered by homeowners and others residing in residences on S.W. Allen Boulevard (by selecting Alternative A).

Response: The adverse environmental effect of increase noise has been documented in the FEIS and in the Acoustical Technical Report. The number of residence impacted by each alternative are shown. Mitigation was investigated and is recommended where feasible and practical.

Comment: The adverse environmental effect of motor vehicle emissions, including from buses, on S.W. Allen Blvd. to be suffered by homeowners and other residents of S.W. Allen.

HENRY KANE - ATTORNEY (CONT.)

Response: A revised assessment of the air quality impact of the proposed project was submitted to and is on file with the Oregon Department of Environmental Quality in the form of an Indirect Source Permit Application. A review by DEQ found that the project would not cause or contribute to a violation of the ambient air quality standards, nor would it delay the attainment of standards. Also, it was found that the project would actually improve air quality upon completion.

Comment: The adverse effect on the health of Allen Boulevard residents created by motor vehicle pollutants and the closer proximity to motor vehicles created by the widening of S.W. Allen.

Response: The effect on the health of residents on or adjacent to Allen Boulevard will be approximately the same as anyone living in the Beaverton airshed.

Comment: The adverse environmental effect in the form of decreased habitability or residential property on Allen Boulevard.

Response: The residential properties along Allen Boulevard will only be affected slightly by the 3 dBA noise increase.

Comment: The effect on the safety of grade school children crossing Allen Boulevard on the their way to and from school.

Response: Crossing signals will be installed at Erickson and Wilson and will enable school children to cross Allen Boulevard safely. In addition to the proposed new signals, the existing signals along Allen will remain and continue to provide safe crossings. (See Traffic Section-Pedestrian Movements). There will be no need for school children to cross at an unsignalized intersection.

Comment: The environmental effect of the short distance between the "bottom step" of the Mt. Vernon townhouses, located three feet above the sidewalk, and the widened Allen Boulevard.

Response: Adequate walls and stairs will be designed during the final design phase of the project to provide safe pedestrian access to and from the residences to the sidewalks. New decorative walls will be constructed in approximately the same location as the existing walls. The sidewalk and landscaped area will be in a ten foot section between the wall and curb.

HENRY KANE - ATTORNEY (CONT.)

Comment: Reduction in property values of homeowner-owned and occupied residences on Allen Boulevard, including but not limited to Mt. Vernon Village townhouses.

Response: The value of property of homeowners-owned and occupied residents along Allen Boulevard needed for this project is estimated to be between $190,000 and $200,000. This figure was arrived at by taking the estimated right-of-way cost of single family residences estimated for Alternative B with no consideration for easement costs. There is no available means of determining, however, whether property values will actually decrease as a result of the project. In general, property values, through time, tend to increase in situations like the proposed project.

Comment: Reduction in property values of commercial apartment on S.W. Allen Boulevard.

Response: The dollar amount of real and personal property removed from the tax rolls is estimated to be $528,000. This was arrived at by using the total right-of-way cost for all classes of real estate without easement. It is more likely that the improved traffic flow which would result from the project would tend to have a positive effect on the value of apartments.

Comment: The annual amount of tax revenue lost by the City of Beaverton, School District No. 48, and other affected public bodies.

Response: By using the 1979-1980 Beaverton off-set Tax levy, it is estimated that the annual tax revenue lost by Beaverton school district and other affected bodies will be about $7,500. It should be noted that a real loss will not occur. Instead, the remaining tax base will be subject to an infinitesimal increase in the tax rate to restore the "lost" revenue.

Comment: The number of mature trees that would be removed.

Response: One hundred fifty-seven (157) mature trees will be removed under Alternative A.

Comment: The exact amount of land area and improvement to be acquired, including part or all of the brick wall in the "common area" of Mt. Vernon Village.

Response: Approximately 2.78 acres of land will be acquired in the Selected Alternative. A breakdown of this acreage can be found in the Displacement and Relocation Section of this document.

HENRY KANE - ATTORNEY (CONT.)

Comment: Validity of the traffic data on which the various studies are based in light of the following subsequent factors:

(a) The Oregon Department of Transportation report that state gas tax revenue has declined some nine percent (9%) from the figure of a year ago.

Response: Although gas tax has been declining, it does not change the validity of the traffic forecast data. Recent traffic counts in the Portland area indicate that travel has increased more than 1% during this period. The increase in travel and decrease in gasoline tax is primarily attributed to more fuel efficient automobiles. If current EPA standards are met by the auto industry by 1984, travel can increase as much as 50% with the same fuel consumption. The traffic forecast on Allen Boulevard did not assume an increase in travel for individuals, but a greater number of people in the Beaverton area.

Comment: (b) The new Tri-Met bus service on S.W. Allen Boulevard and improved bus service in the Beaverton area.

Response: The projected traffic volume accounts for increased transit usage in future years.

Comment: (c) Diversion of Allen Boulevard traffic to S.W. Denney Road following opening of the traffic interchange at Highway 217 and S.W. Denney Road.

Response: The interchange at Highway 217 and Denney Road will cause very little, if any, traffic to be diverted from Allen Boulevard to Denney Road. Likewise, the interchange at Allen Boulevard will not change the travel habits from what they were prior to the interchanges being built.

Comment: (d) Diversion of Allen Boulevard traffic to S.W. Schools Ferry Road after completion of the new exit from Highway 217 to S.W. Schools Ferry Road.

Response: Tne new 217 ramps to Scholls Ferry are located several interchanges away from Allen Boulevard, consequently they will have little to no effect on Allen Boulevard.

HENRY KANE - ATTORNEY (CONT.)

Comment: (e) Completion this year by the Beaverton Urban Renewal Agency of the S.W. Hall Boulevard and other improvements.

Response: Traffic projections for Allen Boulevard assumed that the Beaverton Urban Renewal project would be completed by the forecast year. If those improvements are not made, traffic demand on Allen will be significantly higher than the volumes forecast. The Farmington-Beaverton-Hillsdale connection and Fifth Street extensions were assumed to have a significant effect on Allen Boulevard. Also the closure of High Road was shown to have an adverse effect on travel on Allen Boulevard.

PATRICIA A. MACKLIN

For the following reasons, I reject Alternative A:

Comment: (It) will attract more extra-community traffic into a residential community.

Response: Traffic volume projections show that traffic demand on Allen Boulevard will increase regardless of the Alternative selected. Alternative A will be the best selection to handle the expected traffic volumes.

Comment: Increased traffic would bring more air pollutants and additional noise.

Response: The proposed project will initially reduce pollutants and will improve air quality. This is the result of higher traffic speeds. Air quality standards are predicted to be attained by 1986 under the build and no-build alternates. In 1998, build concentrations will be higher than no-build as a result of increased traffic, but the concentrations will be well below the air quality standards as a result of new vehicle emission controls and the DEQ vehicle inspection maintenance program. See also response to EPA comment.

Comment: The increase in air pollutants and noise would further increase the current violation of Federal Air and Noise Pollution Standards.

Response: See above response.

PATRICIA A. MACKLIN (CONT.)

Comment: There will be a loss of property for additional right-of-way.

Response: A minimum amount of land will be acquired for highway right-of-way for this project, less than 3 acres.

Comment: Financial loss will occur due to loss of business during construction, lowering of property values, and the cost of the project to the community.

Response: Stage construction methods will be applied in order to minimize disruptions to local business and other activities during the construction period. Parking lot closures will be infrequent and short. Sales reductions potential during the construction stage is expected to be the same in both Alternatives A and B. Property values for commercial properties may increase somewhat due to the increased sales potential for the properties. It is possible that residential property values will be reduced in the short-run because of reduced frontage and traffic noise. Such reductions would be relative to other residential areas in the city; it is unlikely that an absolute reduction will occur. Landscaping and sidewalks may actually enhance residential values in the long-term.

Comment: As indicated in the DEIS, the water run-off problems would be the greatest with this alternative (Alternative A).

Response: Slightly more rain run-off will be experienced in this alternative. The project will incorporate curbs, gutters, sidewalks, and storm drains to adequately accommodate the run-off. The existing storm drains would accommodate runoff for all proposed alternatives.

Comment: This is not the only way congestion can be dealt with: i.e. staggered work hours, etc.

Response: Such methods have been most successful where employment concentrations are high and routes to employment centers are few. Allen Boulevard serves a wide area and many employment destinations. Means of effecting staggered hours etc. in a manner that would affect a large percentage of commuters are not apparent. Nevertheless, to the extent that communities are able to institute such measures, some relief in peak hour trips is possible.

PATRICIA A. MACKLIN (CONT.)

Comment: In light of the uncertainties of our energy future, it seems unwise to invest in a project of this scope.

Response: The dominant factor determining the amount of traffic growth on Allen Boulevard is population and employment growth forecast in the area served by Allen Boulevard. Higher gasoline prices, automobile costs, and the like may reduce historically observed traffic growth rates, but there is yet insufficient data to conclude that higher energy costs will significantly reduce auto travel in the years ahead.

Comment: The current roadway is poorly maintained--why would it be wise to increase two lanes to five and increase the surface to be repaired.

Response: The project will provide a new road surface which will require only minimal maintenance to keep it in good condition.

Comment: The amount of time needed to effect a project of this scope would result in disruption of the community for a longer time than other proposed solutions.

Response: Alternative A will require about three months longer to complete the project than Alternative B. Through planned construction staging, disruption of the area will be kept at a minimum.

Comment: The loss of many trees, many of them old growth stands.

Response: It is true that some of the large trees along Allen will be removed because of the project. However, all care will be taken to design the project to save all the trees possible. Alternative A provides plans for landscaping that, in the long run, will improve the overall landscaped appearance along Allen Boulevard.

BEAVERTON CHRISTIAN CHURCH

Comment: A construction period of 18 months is projected for this project, during which time access will be limited at times. Some provisions for adequate access--during the week--would be necessary.

Response: Construction will be staged so that a minimum of one access will be provided to homes, churches and commercial establishments along Allen Boulevard. The driveways will be open as much as possible to private residences during construction and always will be open at night.

BEAVERTON CHRISTIAN CHURCH (CONT.)

Comment: The widening of Allen Boulevard will make access to the church parking lots steeper and much more abrupt. Present access is about as abrupt as is safe and comfortable.

Response: The ramp to the parking lots will be extended so that the grade will be as good or better than the existing driveways.

Comment: The noise contour lines of 67 dBA run right outside the sanctuary wall along Allen Boulevard. There is concern that the noise may interfere with all church activities, not only on Sunday. FHWA regularions allow the use of federal funding for noise abatement work on churches.

Response: Revised noise contour calculations indicate that the Leq 67 dBA noise contour in this section is 50 feet from the centerline of Allen Boulevard, while the front of the Beaverton Christian Church is 90 feet from the centerline of Allen Boulevard, therefore, noise levels at the church will not exceed Federal design noise levels. The predicted exterior noise level noise level at the church is Leq 64 dBA. The resultant interior noise level, based on the results of two indoor noise measurements taken at other buildings in the project area would be Leq 51 dBA, which does not exceed the interior federal design noise level of Leq 52 dBA.

APPENDIX

A. COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATMENT

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

July 30, 1979

ER-79/567

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Green:

In response to a recent request from the Oregon Department of Transportation, we have reviewed the draft environmental statement for Allen Boulevard, City of Beaverton, Washington County, Oregon.

In general, the draft statement adequately covers the subjects for which this Department has jurisdiction and review expertise. There are several areas, however, where additional information would be desirable and the final statement would be improved by attention to the following:

The statement contains only brief generalized discussions of geology, hydrology, and water quality. The statement would be improved with the addition of quantitative data for areas to be disturbed by construction, the volume of sediment to be generated or the rate of erosion, the effects of construction activities or the completed project on local storm runoff, or the amount of materials (e.g., sand and gravel) required for each build alternative.

Thank you for the opportunity to review and comment on this document.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

JUL 30 1979

Mr. Glen Green
Division Administrator
Federal Highway Administration
390 High Street
Salem, Oregon 97310

Dear Mr. Green:

We have reviewed the Draft Environmental Impact Statement (DEIS) for Allen Boulevard in Beaverton, Oregon, and would like to make the following comments:

AIR QUALITY

In general, the air quality analysis is very complete. However, to accurately predict future motor vehicle emissions levels, the most currently available information must be used. The emission rates used in the DEIS were obtained from the Compilation of Air Pollutant Emission Factors (EPA, March 1975/AP-42, 2nd edition). The new factors which should be used may be obtained from Mobile Source Emission Factors (EPA 400/9-78-006 March 1978).

In addition, the 1998 maximum 8-hour concentrations (Table 5-4) predicted do not indicate if Airpol or "rollback" calculations were used. Therefore, comparison with 1983 CO concentrations is difficult.

NOISE

The area of concern along Allen Boulevard is already seriously impacted by high noise levels. According to the DEIS, the proposed changes would either increase the number of residences exposed to these high noise levels or increase the noise levels around these structures. Although noise barriers were suggested as a mitigation measure, their effectiveness would be reduced because of openings needed for access to Allen Boulevard. In addition, it is not feasible to build them high enough to protect second-story residents.

We suggest that other alternatives might be considered in the Final EIS including property acquisition for residential owners whose property location falls within the 67 dBA peak hourly Leq contour. Another possible measure would be the minimal upgrading of other streets parallel to Allen Boulevard which might divert some traffic from Allen.

From the standpoint of the Environmental Protection Agency's areas of expertise, we are rating this statement LO-1 (LO - Lack of Objections; 1 - Adequate Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on Federal actions under Section 309 of the Clean Air Act, as amended.

We appreciate the opportunity to review this statement. If you have questions or would like to discuss these comments, please feel free to contact me or Kathy Davidson at (206) 442-4011 or (FTS) 399-4011.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

1859
VICTOR ATIYEH
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISION
ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 30, 1979

Gary A. Potter, Manager
Environmental Section
Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

RE: ALLEN BOULEVARD
PNRS: 7906 4 260

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Department of Environmental Quality and the Department of Fish and Wildlife offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Kay F. Wilcox
KAY WILCOX, A-95 COORDINATOR

KW:njd
Enclosures

AN EQUAL OPPORTUNITY EMPLOYER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 7906 4 200 Return Date: [illegible]

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

(X) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

The proposed Allen Boulevard Project in Washington County will not have a significant impact on fish and wildlife resources.

The evaluation of wildlife species and habitat described on page 7-3 of the Technical Report should be more comprehensive. The wildlife species composition is much more extensive than described in the EIS.

Agency Fish & Wildlife By Jerry MacLeod

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

RECEIVED
1979

PNRS STATE REVIEW July 5

Project #: [illegible] Return Date: JUN 29 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Please see attached comments.

Agency DEQ By Howard W Harris

STATE OF OREGON

INTEROFFICE MEMO

ENVIRONMENTAL QUALITY DEPT
229-6086 TELEPHONE

TO: Intergovernmental Relations Division

DATE: July 27, 1979

FROM: Howard Harris, Air Quality Division

SUBJECT: Comments on the Draft Environmental Impact Statement (DEIS) for Allen Blvd.

Although the Air Quality portions of the DEIS are well written, a critical examination of the analysis is not possible due to the lack of sufficient documentation. The Volume I presentation amounts to no more than an executive summary. The Volume II report is of the type of information more appropriately provided in the main body of a DEIS and could just as well have been placed in Volume I. Critical examination of the analysis is only possible if one has the Air Quality Technical Report Appendix. We very much appreciate ODOT's providing us their only copy, but to date we have been unable to allocate sufficient time for an adequate review of this voluminous document, which contains very little in the way of useful narrative information. We, therefore, are deferring judgment as to whether the air quality analysis is adequate.

The Department of Environmental Quality
Noise Control Section Comments
on the Draft E.I.S.:
Allen Boulevard Highway Project, Beaverton
(7906-4-260)

Volume two of the Draft EIS for the Allen Boulevard highway improvement project has adequately described the noise impacts associated with this project. However, volume one of the Draft should have contained more information on the noise impacts.

Alternative B has the least noise impact potential of the three proposed alternatives. The No-Build Alternative will cause only slightly more impact than Alternative B. Alternative A will cause about 33 additional homes to exceed FWHA standards. Without some type of noise mitigation, Alternative A should not be constructed. If construction of noise barriers for Alternative A are not feasible, then acoustical treatment of homes and land-use mitigation measures should be given serious consideration.

Recommendations

The DEQ Noise Section recommends:

1. Alternative B or the No-Build Alternative be carried forward as the preferred alternative,
2. Alternative A not be constructed, if noise mitigation is excluded from this proposal, and
3. Since the area is slated for conversion from single-family to multi-family residential property, we recommend local land-use agencies be presented with specific proposals to minimize the noise impacts.

Norman L. Jette/pw
7/19/79

HENRY KANE
ATTORNEY AT LAW
220 PARK PLAZA WEST
10700 S. W. BEAVERTON HY.
P. O. BOX 518
BEAVERTON, OREGON 97005

AREA CODE 503
TELEPHONE 646.0566

October 5, 1979

R. N. Bothman, Administrator
Metropolitan Branch
Oregon Dept. of Transportation
5821 N.E. Glisan
Portland, Or. 97213

Re: Allen Blvd.-Murray Blvd.-Alice Lane, Beaverton, Oregon
FHWA-OR-EIS-79-06D; Alternative "A" approved by the
Beaverton City Council on October 1, 1979

Dear Mr. Bothman:

Enclosed as a part of the record in the above-captioned project is a copy of my prepared statement to the Beaverton City Council at an Oct. 1, 1979 public hearing.

The City Council's approval is subject to referral pursuant to an amendment to the charter of the City of Beaverton adopted by vote of the citizens on November 12, 1974. The amendment provides in part:

> "Section 47. Every action taken by the Council shall be subject to referral to the voters of the city by initiative."

Please consider this letter a request by an informed private citizen that the Final Environmental Statement concerning the Alternative "A" selected by the Beaverton City Council consider and report on each of the following relevant factors:

(1) The adverse environmental effect of increased noise pollution to be suffered by homeowners and others residing in residences on S.W. Allen Blvd.

(2) The adverse environmental effect of motor vehicle emissions, including emissions of Tri-Met buses on S.W. Allen Blvd, to be suffered by homeowners and other residents of S.W. Allen Blvd;

(3) The adverse effect on the health of Allen Blvd. residents created by motor vehicle pollutants and the closer proximity to motor vehicles created by the widening of S.W. Allen Blvd. (As you may be aware, one study disclosed that children residing near a freeway had unacceptably high levels of lead in their bloodstreams.)

(4) The adverse environment effect in the form of decreased habilitability of residential property on Allen Blvd.;

(5) The effect of the widening of S.W. Allen Blvd. on the safety of grade school age children crossing the Blvd. on their way to and from schools;

(6) With respect to the Mt. Vernon Village townhouses located three or more feet above the street sidewalk level, the environmental effect of the short distance between the "bottom step" of said townhouses and the widened Blvd.;

(7) Reduction in property values of homeowner-owned and occupied residences on Allen Blvd., including but not limited to Mt. Vernon Village townhouses;

(8) Reduction in property values of commercial partments on S.W. Allen Blvd.;

(9) The dollar amount of real and personal property removed from the tax rolls;

(10) The annual amount of tax revenue lost by the City of Beaverton, School District No. 48, and other affected public bodies;

(11) The number of mature trees that would be removed;

(12) The exact amount of the land area and improvements to be acquired, including part or all of the brick wall in the "common area" of Mt. Vernon Village;

(13) Validity of the traffic data on which the various studies are based in light of the following subsequent factors:

  (a) The Oregon Department of Transportation report that state gas tax revenue has declined some nine percent (9%) from the figure of a year ago;

  (b) The new Tri-Met bus service on S.W. Allen Blvd. and improved bus service in the Beaverton area;

  (c) Diversion of Allen Blvd. traffic to S.W. Denney Road following opening of the traffic interchange at Highway 217 and S.W. Denney Road;

  (d) Diverson of Allen Blvd. traffic to S.W. Scholls Ferry Road after completion of the new exit from Highway 217 to S.W. Scholls Ferry Road;

  (e) Completion this year by the Beaverton Urban Renewal Agency of the S.W. Hall Blvd. and other improvements.

I respectfully suggest that the Final Environmental Statement list the "acceptable" level of motor vehicle emissions, the anticipated motor vehicle emissions after completion of the project, and a conclusion as to whether the anticipated motor vehicle emissions will have an adverse effect on the health of Allen Blvd. residents.

It is also respectfully suggested that the project be considered in terms of long-term use. It would appear that Alternative A will be obsolete in a relatively few years. If so, a wider project would be preferable, provided that the adversely affected residences were purchased and relocation assistance granted.

Sincerely,

H Kane

Henry Kane

encl.
cc: Hon. Jack Nelson, Mayor, City of Beaverton
Glen Green, Div. Admr., Federal Highway Administration

Tuesday, July 31, 1979

To: City Council, City of Beaverton
Public Corridor/Design Hearing for Allen Blvd. Project
Highland Park Junior High School
7:30 pm

I do hereby lay claim to the REWARD promised me in the Oregon Department of Transportation's **Allen Blvd. News** distributed in July, 1979— *the opportunity to influence the decision on a proposed traffic solution for Allen Blvd.*

For the following reasons I reject Alternative A:

1. would attract more extra-community traffic into a residential community;
2. increased traffic would bring more air pollutants and additional noise;
3. the quality of life for residents would be greatly diminished;
4. there would be loss of property for additional right-of-way;
5. financial losses would occur due to loss of business during construction, the lowering of property values, and the cost of the project to the community;
6. the increase in air pollutants and noise would further increase the current violation of Federal Air and Noise Pollution Standards;
7. as indicated in the Draft Environmental Impact Statement, the water run-off problems would be greatest with this alternative;
8. this is not the only method of dealing with traffic congestion... i.e., hours of employment could be staggered, etc.;
9. this exceeds the Beaverton General Plan in that Allen Blvd. would be a traffic corridor rather than a major collector;
10. in light of the uncertainties of our energy future, it seems unwise to invest in a project of this scope— *it occurs to me vividly in a mental picture of a major arterial of five lanes that some 20-25 years in the future might be used as a bike and pedestrian path... a special kind of nightmare;*
11. the current roadway is poorly maintained— *why would it be wise to increase two lanes to five, and thus enlarge the surface to be repaired;*
12. the cost ($2.3 million plus) is too great;
13. the amount of time needed to affect a project of this scope would result in disruption of the community for a longer time than other proposed solutions;
14. and most unacceptable to me, personally, would be the loss of many trees— some of them old growth stands.

    Between Hall and Lombard there are ten trees— both deciduous and coniferous— over 20' in height on the north side of Allen... and three on the south side of the street over 20'. In addition, there are numerous smaller trees that have been planted in recent years.as part of new construction. Should Alternative A be chosen, **all of these trees would be removed.**

    The City of Beaverton has taken great pains to develop and implement a Street Tree Program. The fruits of this effort are just now beginning to have an effect upon our community. Mature trees that have the desired positive effect do NOT grow overnight.

    Esthetically and environmentally trees are a vital part of our community.

The above listing is a result of data from the Draft Environmental Impact Statement, the Citizen Advisory Committee's Majority Draft Report, and interaction with fellow citizens. These are my conclusions based on study of the problem, questions about our energy future, our changing society, and personal convictions generated by eleven years residence in the City of Beaverton.

Although I would prefer the No Build Alternative, nevertheless I see the need for relief of some key points of traffic congestion. Therefore, I **strongly support Alternative B and urge your action on the selection of this proposal.**

Patricia A. Macklin

Patricia A. Macklin, 6200 S.W. Hall Blvd., No. 220, Beaverton, Oregon 97005 644-8912

C
B|C

Beaverton Christian Church

13600 S. W. Allen Blvd. Beaverton, Oregon 97005 (503) 646-2151

6

August 10, 1979

Mr. Robert N. Bothman, Metropolitan Administrator
Highway Department of Oregon DOT
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

In reviewing the Allen Avenue construction proposals it has come to our attention that we need to bring several things to the attention of the Highway Department since we will be directly affected by any action.

First, we recognize that Allen Avenue must be improved in order to handle the ever increasing flow of traffic. We believe that it is for the benefit of the most people that Alternative A, creating four lanes of traffic from Murray to Highway 217, is the wisest in the long run. However, we do have some concerns which we desire to bring to your attention.

It is noted that a construction period of 18 months is projected for this project, during which time access will be limited at times. This is a great concern to us because we have need for access not only on Sundays but also during the week. We have a daily Kindergarten of some 120 children who are transported to and from by auto, a large gathering of women each Friday totalling some 250 (who come by auto), as well as a full schedule of other activities. Some provision for adequate access at all these times would be necessary.

Another concern has to do with the approach to our parking areas on either side of the church building. With the widening of Allen it would make the access to these parking areas steeper and much more abrupt. The present access is about as abrupt as is safe and comfortable. Parking is a prime and essential consideration for us and we must safe guard it.

Another concern is the increased noise level. We note that contour lines 67 dBA run right outside our Sanctuary wall in front (Allen). We are concerned that this noise may interfere with not only our services on Sunday, but at other times as well. Since the church is a unique property with unique usages it will need special attention and consideration. It has been called to our attention on Page 6-27 of Volume 2 of the DEIS for Allen Avenue that noise insolation must be financed by the property owners. However, this it not the case with public properties such as hospitals and churches. Federal Highway Administration regulations allow the use of Federal funding for noise abatement work on the structures of such buildings (FHPM 7-7-3).

It is our desire to work in close accord with the Highway Department in this project and at the same time safeguard those things which are directly related to the success of the vital work we are doing. Thanks for your careful consideration of our needs.

Sincerely,

Donald S. Cox

Ministers:
Donald S. Cox, Senior Minister · Wayne Rickerson, Family & Education · Ernie Pruitt, Youth · Jesse Valerio, Music

B. BEAVERTON CITY COUNCIL ACTION

Certified

CITY OF BEAVERTON City Council minutes

REGULAR MEETING October 1, 1979

call to order: The regular meeting of the Beaverton City Council was called to order by Mayor Jack R. Nelson in the Cafetorium at Highland Park Intermediate School, 7000 S.W. Wilson Ave., Beaverton, Oregon at 7:30 p.m.

roll call: Present were Council members Larry Cole, Lester Knudsen, Ann Schmidt and Homer Speer. Also present were Administrators Don Newell and Lon Topaz, Assistant City Attorney Eleanore Baxendale, City Recorder Susanne Heimbigner, City Engineer Chris Bowles, Planning Director Linda Davis, Traffic Engineer Bob Keech, Administrative Assistants Gail Huber and Carol Swope.

visitors: NONE

ACTION ITEMS

1. Resolution No. 2159

Councilman Cole MOVED that Resolution No. 2159 - Approving the Official Statement Incident to Issuance and Sale of Water System Bond and Bancroft Bonds - now pass. SECONDED by Councilwoman Schmidt. Motion CARRIED unanimously.

PUBLIC HEARINGS

7:30 P.M.

Allen Blvd. Project and Proposed Closure of Hart Road

NOTE:130 on tape 1)

Traffic Engineer Keech gave the staff report and listed the three options proposed by the State Highway Department - no-build alternati Alternative A whereby the existing two lane roadway would be widened to include four vehicle travel lanes (two east and two westbound) and Alternative B or "minimum build alternative" which calls for repaving the existing road and widening at major intersections. Transparencies were shown. Mayor Nelson opened the public hearing and the Council received testimony from the people listed on the attached sign-in sheet, regarding the Allen Boulevard project. Mayor Nelson closed the public hearing at 9:45 p.m. Councilman Cole MOVED that Council proceed with Alternative "A" for the Allen Blvd. improvement. SECONDED by Councilman Speer. There followed Council discussion, with Councilman Cole saying that the intention of his motion is for the City to investigate and report to the Council on all means possible to alleviate the damages done to the peoples' livability. Councilwoman Schmidt said that even though she is reluctant to support the motion, she feels this decision, long term, will be right for the community. She also said she supports whatever restitution necessary to homeowners that will be impacted by the widening. Councilman Speer supported these statements. Councilman Knudsen said he cannot support the motion. Mayor Nelson indicated his support of the motion, saying he believes the essence of this alternative will solve the problems that are present. Motion CARRIED 4:1 (Knudsen - nay).

Motion on Allen Boulevard Project

RECESS Mayor Nelson declared a recess at 10:05 p.m.

RECONVENE The meeting reconvend at 10:20 p.m.

STATE OF OREGON,
COUNTY OF WASHINGTON, } ss. CERTIFICATION
CITY OF BEAVERTON.

I, Susanne C. Heimbigner, Recorder for City of Beaverton, Washington County, Oregon, certify that this instrument is a true copy of the original and part of the official records of the City of Beaverton, Oregon.

Dated this 29th day of October, 1979

Susanne C Heimbigner
Recorder for City of Beaverton, Oregon

C. AIR QUALITY CONCERNS

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, P.O. BOX 1760, PORTLAND, OREGON 97207 PHONE (503) 229-6086

March 4, 1980

Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
412 Transportation Building
Salem, Oregon 97310

Re: Allen Boulevard - Alice
Lane to Murray Boulevard
Highways 34-7935

Dear Mr. Potter:

The Department has reviewed the additional information received on February 19, 1980, for the above referenced project. Wally Frick, by telephone, informed me that the carbon monoxide (CO) concentrations shown on page 4 of your February 12, 1980 submittal are apparently too high due to an error in the calculations. Revising the concentrations downward would likely change the Department's response to the application. Without any changes to your submitted analysis, we would request mitigation measures for the Build alternative so that attainment of CO standards would not be significantly delayed beyond the attainment date projected for the No Build alternative.

Pursuant to OAR 340-20-129(1)(g), we are, therefore, requesting that you revise the CO concentrations shown on page 4. The following equations would be acceptable for calculating 8 hour average CO.

8 hour CO conc. = (peak hour conc.) (0.82) + 3.3 mg/m^3 (for 1983)

8 hour CO conc. = (peak hour conc.) (0.82) + 2.5 mg/m^3 (for 1998)

We are also requesting that you model Mount Vernon Village as a critical receptor. Such modeling should take into account the fact that the curb line of Alternative A would be closer to the front of the living units than would be the case for Alternative B.

Please call me at 229-6086 if you have any questions.

Sincerely,

Howard W. Harris, Coordinator
Transportation Control Program

HWH:h

cc: R. N. Bothman, ODOT
Bob Heard, Odot
Bob Reach, City of Beaverton
Franklin Boyer, Chairman CAC 114
Mike Borreson, Washington County

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Recycled
Materials

DEQ-1

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, P.O. BOX 1760, PORTLAND, OREGON 97207 PHONE (503) 229-6086

January 10, 1980

Mr. Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

Re: Allen Boulevard
Murray Boulevard - Alice Lane
AQ Highway File No. 34-7935
Request for Additional Information

Dear Mr. Potter:

The Department has reviewed the information submitted in support of the Indirect Source Construction Permit application for the above referenced project. The air quality analysis for carbon monoxide is deficient in the following areas:

1. Use of 0.75 for factoring the maximum one hour observed CO concentration to estimate the 8 hour average CO concentration is inaccurate, since past data from DEQ monitoring stations could be used to derive a factor at least as high as 0.82. Wasn't sufficient data collected to calculate 8 hour CO averages at the various sites by dividing the appropriate data by 8?

2. Stability classes E and F input to AIRPOL-4A for December 11, 1978 and December 15, 1978, respectively, appear to be too high. For the hours of 1300 and 1400 on December 15, 1978, our insolation chart would lead to selection of C stability class. For December 11, 1978, only the night time hours could be properly classified as E stability class.

3. AIRPOL-4A CO predictions were not adjusted through application of a regression analysis to a set of predicted and observed concentrations, even though the necessary ambient data was apparently collected. We note significant gaps in the December CO data. Was the data lost on those days, or just not reported in the Air Quality Technical Appendix?

4. Adequate documentation explaining how future traffic speeds for the alternatives were calculated does not exist.

Pursuant to OAR 340-20-129(1)(g), we are requesting that the above noted deficiencies be corrected by employing a CO concentration model, calibrated through linear

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regression analysis, to the years 1983 and 1998 for the three alternatives. The variable distances from roadway to receptors, depending upon alternative, must be taken into account. If AIRPOL-4A cannot be calibrated, we suggest that you use Caline 2 with the following regression equation:

$$y = x + 3.3 \text{ mg/m}^3 \quad \text{(for 1983)}$$

$$y = x + 2.5 \text{ mg/m}^3 \quad \text{(for 1998)}$$

where x is the concentration calculated by Caline 2 and y is the regression adjusted CO concentration.

The above equation was determined by Seton, Johnson and Odell from monitored CO, meteorological, and traffic data taken in the area around the Beaverton campus of Tektronix in 1978. The equation has a 0.74 coefficient of correlation and includes addition of 2.3 mg/m^3, the 95 percent confidence interval at y equal to 10 mg/m^3. Stability classes D and E should be used to calculate future CO concentrations.

In addition to the above request for a revised modeling analysis, we are requesting documentation on the derivation of the speeds for the three alternatives.

Please call me at 229-6086 if you have any questions.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program

HWH:pw

cc: R. N. Bothman, ODOT
Bob Heard, ODOT
Doug Ober, CH2M-Hill
Franklin Boyer, Chairman CAC
Mike Borreson, Washington County

RESPONSE TO DEQ'S COMMENTS OF JAN. 14, 1980 REGARDING THE SW 158TH-SW MURRAY BLVD. (ALLEN BLVD.) DEIS AIR QUALITY REPORT.

In a letter dated January 14, 1980, DEQ submitted comments on the Allen Boulevard DEIS Air Quality Report. In particular, DEQ expressed disagreement with the AIRPOL-4A modeling as performed. For example, DEQ notes that the model was not calibrated properly, that experimental data was sparse, and that the stability categories were not properly selected.

To correct these perceived shortcomings DEQ suggests a modeling approach based on the Caline 2 model. DEQ offers calibration equations based on the work done by Seton, Johnson and Odell around the Beaverton campus of Textronix in 1978. In the remainder of this text the objections that DEQ raised will be addressed point for point. The alternative modeling approach suggested by DEQ will be invoked where appropriate.

DEQ noted that:

Comment 1: Use of 0.75 for factoring the maximum one hour observed CO concentration to estimate the 8-hour average CO concentration is inaccurate, since past data from DEQ monitoring stations could be used to derive a factor at least as high as 0.82. Wasn't sufficient data collected to calculate 8 hour CO averages at the various sites by dividing the appropriate data by 8?

Response: Conversion factors from one averaging time to another have always been a source of controversy. For the purpose of this particular EIS the DEQ suggested factor of 0.82 is adopted. Enough data were collected to calculate an 8-hr average in a few cases, however, these are not numerous enough to clearly define a conversion factor. Hence the DEQ suggested factor is accepted.

Comment 2: Stability classes E and F input to AIRPOL-4A for December 11, 1978 and December 15, 1978, respectively, appear to be too high. For the hours of 1300 and 1400 on December 15, 1978, our insolation chart would lead to selection of C stability class. For December 11, 1978, only the night time hours could be properly classified as E stability class.

Response: OSHD concurs with this observation based on weather observations taken at Hillsboro and Portland airports during this period.

Comment 3: AIRPOL-4A CO predictions were not adjusted through application of a regression analysis to a set of predicted and observed concentrations, even though the necessary ambient data was apparently collected. We note significant gaps in the December CO data. Was the data lost on those days, or just not reported in the Air Quality Technical Appendix?

Response: The AIRPOL-4A model was actually calibrated and the correlation coefficient was almost 1.0 with a zero intercept. However, this analysis was based on only half a dozen observations and, in addition, was based on the incorrect stability categories. As already noted, OSHD will use DEQ's suggested modeling approach.

Comment 4: Adequate documentation explaining how future traffic speeds for the alternatives were calculated does not exist.

Response: The traffic speed was calculated by OSHD according to standard traffic enginerring procedures and are tabulated together with other traffic information in Appendix A. In some cases discrepancies in the 1978 speeds were noted between the build and No-build alternatives. In these cases all speeds were assumed to be identical to the No-build case--generally this meant increased speeds. 1983 speeds were interpolated based on volumes.

The speeds for Hall Ave. are taken from Appendixes F and M of the Air Quality Technical Appendix.

Comment 5: Pursuant to OAR 340-20-129(1) (g), we are requesting that the above noted deficiencies be corrected by employing a CO concentration model, calibrated through linear regression analysis, to the years 1983 and 1998 for the three alternatives. The variable distances from roadway to receptors, depending upon alternative, must be taken into account. If AIRPOL-4A cannot be calibrated, we suggest that you use Caline 2 with the following regression equation:

$y = x + 3.3\ \mathrm{mg/m^3}$ (for 1983)

$y = x + 2.5\ \mathrm{mg/m^3}$ (for 1998)

where x is the concentration calculated by Caline 2 and y is the regression adjusted CO concentration.

The above equation was determined by Seton, Johnson and Odell from monitored CO, meteorological, and traffic data taken in the area around the Beaverton campus of Tektronix in 1978. The equation has a 0.74 coefficient of correlation and includes addition of 2.3 $\mathrm{mg/m^3}$, the 95 percent confidence interval at y equal to 10 $\mathrm{mg/m^3}$. Stability classes D and E should be used to calculate future CO concentrations.

In addition to the above request for a revised modeling analysis, we are requesting documentation on the derivation of the speeds for the three alternatives.

Response: As suggested, Caline 2 was used with the above regression equations to model the impact of the project on air quality. The Hall Ave. (King Cleaners) monitor was selected as representative of the worst air quality in the project area. The monitor is only 10 feet north of the edge of Allen Blvd. and 80 feet west of Hall Ave. After project completion the same site will be almost at curbside. The results of the modeling are summarized in the table below.

TABLE 1

CO CONCENTRATIONS (mg/m^3) AT HALL AVE MONITOR AS PREDICTED USING CALINE 2 AND DEQ RECOMMENDED PROCEDURE

Year	Alternative	1-Hr Concentration[1]	8-Hr Concentration[2]
1978		(14.5)	15.9
1983	No-Build	(9.5)	11.1
1983	Build-A	(9.2)	10.8
1983	Build-B	(9.9)	11.4
1998	No-Build	(3.4)	5.3
1998	Build-A	(4.8)	6.4
1998	Build-B	(6.3)	7.7

TABLE 2

TRAFFIC VOLUMES AND EMISSION FACTORS USED IN THE CALINE 2 MODELING

Year Alt.	Peak Hr Traffic (veh/hr) Allen Blvd.	Peak Hr Traffic (veh/hr) Hall Ave.	Emission Factor (gm/veh/mi) Allen Blvd.	Emission Factor (gm/veh/mi) Hall Ave.	Speed (mph) Allen Blvd.	Speed (mph) Hall Ave.
1978	1430	1320	75.0	87.0	23	19
1983 No-Build	1570	1290	46.0	50.0	20	18
1983 Build-A	1700	1510	40.0	44.0	24	21
1983 Build-B	1700	1510	44.0	44.0	21	21
1998 No-Build	1570	1130	17.1	18.4	20	18
1998 Build-A	2480	1760	15.5	17.1	23	20
1998 Build-B	2480	1760	19.9	18.4	16	18

1. WS=2mph, 4 hours of D stability and 4 hours of E stability, 0° wind angle to Allen Blvd., 90° wind angle to Hall Blvd., width of road is 40 feet for No-Build and 60 feet for Build A and B. Traffic volumes, speeds and automobile emission factors are shown in Table 2. Values in parenthesis include background concentration used in regression equation below.

2. 8 hour Co conc. = (peak hour conc.) (0.82) + 4.0 mg/m^3* (for 1978)

   8 hour Co conc. = (peak hour conc.) (0.82) + 3.3 mg/m^3 (for 1983)

   8 hour CO conc. = (peak hour conc.) (0.82) + 2.5 mg/m^3 (for 1998)

   *assumed by ODOT

Based on this modeling it is predicted that the 8-hr CO standard is currently violated in the project area. This situation will persist for all alternatives through the year of completion - 1983. According to this analysis compliance with 8-hr CO standard will not occur until 1986 when the No-Build alternative comes into compliance. Build Alternative A will also comply in 1986 and Build Alternative B in 1988. Build Alternative A will cause violations longer than the No-Build alternative. This is due to the relatively rapid increase in traffic volumes allowed by Alternative A.

APPENDIX A:

EXISTING AND PROJECTED ALLEN BLVD. TRAFFIC

Project ALLEN BLVD Location BEAVERTON

Alternative NO BUILD

CTION	YEAR	DIST.	Average Day Vol.	Average Day T	Average Day SP	Peak Hour Vol.	Peak Hour T	Peak Hour SP	Average Hour (of Peak 8 Hrs.) Vol.	Average Hour (of Peak 8 Hrs.) T	Average Hour (of Peak 8 Hrs.) SP	PTH Vol.	PTH T	PTH S
LICE -	1978	0.25	13970	405	24	980	20	21	930	25	24	840	55	2
OMBARD	1998	0.25	15350	445	21	1070	25	18	1020	30	21	930	60	2
	1988		15,400		21	1070		18	8190		21	930		
OMBARD	1978	0.25	13740	380	22	1050	15	19	940	25	22	780	50	2
HALL	1998	0.25	15250	420	20	1170	20	16	1040	30	20	860	55	2
	1988		15,800		20	1200		16	8620		20	890		
HALL -	1978	0.25	17560	455	24	1430	15	23	1180	30	24	1000	50	2
30th	1998	0.25	19050	495	21	1550	20	20	1280	35	21	1090	55	2
	1988		19,300		21	1570		20	10,370		21	1100		
30th -	1978	0.06	16400	440	27	1350	10	24	1100	25	27	930	40	2
ERICKSON	1998	0.06	15450	495	24	1520	10	21	1230	30	24	1040	45	2
	1988		18500		24	1525		21	9870		24	1040		
ERICKSON	1978	0.34	15460	390	27	1370	10	26	1050	25	27	840	35	2
WILSON	1992	0.34	17500	440	24	1550	10	23	1190	30	24	950	40	2
	1988		18300		24	1620		23	9955		24	990		

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)
T = Truck Volume (trucks/day or trucks/hr-two way)
SP = Speed of Vehicles (average two way)

Project ALLEN BLVD. Location BEAVERTON

Alternative NO BUILD ←

CTION	YEAR	DIST.	Average Day			Peak Hour			Average Hour (of Peak 8 Hrs.)			PTH		
			Vol.	T	SP	Vol.	T	SP	Vol.	T	SP	Vol.	T	SP
ILSON	1978	0.34	12280	325	31	1050	10	30	830	20	31	700	35	3
URRAY	1998	0.34	13100	345	27	1120	15	26	890	25	27	740	40	28
	1953		13,400		27	1,145		26	7,280		27	760		–

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)
T = Truck Volume (trucks/day or trucks/hr-two way)
SP = Speed of Vehicles (average two way)

EIS TRAFFIC DATA

Analyst: D.Billings
Ckd By:

Project ALLEN BLVD Location BEAVERTON
Alternative ALT. #2 (A)

CTION	YEAR	DIST.	Average Day			Peak Hour			Average Hour (of Peak 8 Hrs.)			PTH		
			Vol.	T	SP	Vol.	T	SP	Vol.	T	SP	Vol.	T	Si
LICE- OMBARD	1978	0.25	13970	405	29	980	20	25	930	25	29	840	55	2
	1983		16,800		28	1180		26	8950		28			
	1998	0.25	25200	730	24	1760	35	21	1680	50	24	1520	95	2
OMBARL- ALL	1978	0.25	13740	380	25	1050	15	23	940	25	25	780	50	2
	1983		16,700		24	1280		21	9140		24			
	1998	0.25	25200	695	20	1930	30	17	1720	50	~~24~~	1420	90	2
											20			
AL- 30th	1978	0.25	17560	455	26	1430	15	24	1180	30	26	1000	50	2
	1983		20,900		25	1700		24	11,250		25			
	1998	0.25	30500	790	24	2480	30	23	2050	50	23	1740	85	3
30th - RICKSON	1978	0.06	16400	440	29	1350	10	28	1100	25	29	930	40	2
	1983		19,700		28	1620		27	10,570		28			
	1998	0.06	29600	790	27	2440	20	26	1980	45	27	1670	70	28
RICKSON ILSON	1978	0.34	15460	390	29	1370	10	28	1050	25	29	840	35	29
	1983		18,900		28	1675		27	10,270		28			
	1998	0.34	28300	715	27	2500	15	26	1920	45	27	1530	65	3

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)
T = Truck Volume (trucks/day or trucks/hr-two way)
SP = Speed of Vehicles (average two way)

Project ALLEN BLVD. **Location** BEAVERTON

Alternative ALT #2 (A)

TION	YEAR	DIST.	Average Day 31			Peak Hour 30			Average Hour (of Peak 8 Hrs.)			31 PTH		
			Vol.	T	SP	Vol.	T	SP	Vol.	T	SP	Vol.	T	S
ILSON-	1978	0.34	12280	325	29	1050	10	29	830	20	29	700	35	2
	1983	.	14,700		29	1260		28	7,950		29			
URRAY	1998	0.34	22100	585	25	1890	20	24	1500	40	25	1250	65	2

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)
T = Truck Volume (trucks/day or trucks/hr-two way)
SP = Speed of Vehicles (average two way)

Project ALLEN BLVD **Location** BEAVERTON

Alternative ALT. #4 (B)

CTION	YEAR	DIST.	Average Day Vol.	Average Day T	Average Day SP	Peak Hour Vol.	Peak Hour T	Peak Hour SP	Average Hour (of Peak 8 Hrs.) Vol.	Average Hour (of Peak 8 Hrs.) T	Average Hour (of Peak 8 Hrs.) SP	PTH Vol.	PTH T	PTH SP
LICE --	1978	0.25	13970	405	27	980	20	26	930	25	27	840	55	27
	1983		16,800		25	1180		24	8950		25			
OMERFIC	1998		25,200	730	20	1760	35	17	1680	50	20	1520	95	21
MERFC -	1978	0.25	13740	380	26	1050	15	25	940	25	26	790	50	26
	1983		16700		24	1280		23	9140		24			
HALL	1998		25,200	695	18	1930	30	16	1720	50	18	1420	80	18
ALL -	1978	0.25	17560	455	~~21~~ 24	1430	15	~~18~~ 23	1180	30	~~21~~ 24	1000	50	21
	1983		20,000		22	1700		21	11,250		22			
[illegible]	1998		30500	790	17	2480	30	16	2050	50	17	1740	95	17
30TH -	1978	0.06	16400	440	~~21~~ 27	1350	10	~~18~~ 24	1100	25	~~21~~ 27	530	40	21
	1983		19,700		25	1620		22	10,570		24			
RICKSON	1998		29600	790	17	2440	20	16	1980	45	17	1670	70	17
RICKSON -	1978	0.34	15460	390	27	1370	10	25	1050	25	27	840	35	27
	1983		18,900		25	1675		23	10,270		24			
WILSON	1998		28300	715	17	2500	15	16	1920	45	17	1530	65	17

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)
T = Truck Volume (trucks/day or trucks/hr-two way)
SP = Speed of Vehicles (average two way)

Ckd By: ____________

Project ____________ **Location** ____________

Alternative B

CTION	YEAR	DIST.	Average Day (31) Vol.	Average Day T	Average Day SP	Peak Hour (30) Vol.	Peak Hour T	Peak Hour SP	Average Hour (of Peak 8 Hrs.) (31) Vol.	Average Hour T	Average Hour SP	PTH Vol.	PTH T	PTH S
WILSON --	1975	0.34	12290	325	~~(25)~~	1050	10	~~(25)~~	830	20	~~(27)~~	700	35	2
	1983		14,700		28	1260		27	7,950		28			
MURRAY	1995		22100	585	20	1890	25	18	1500	40	19	1350	65	2

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)
T = Truck Volume (trucks/day or trucks/hr-two way)
SP = Speed of Vehicles (average two way)

D. PROPERTY ACQUISITION AND RELOCATION PROCEDURES

MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transporation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON DEPARTMENT OF TRANSPORTATION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLougin Blvd.
Portland 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until you have received a written notice of eligibility from the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
(Relocatee owns furniture)

$ 60 (1 rm)
$120 (2 rm)
$180 (3 rm)
$240 (4 rm)
$300 (5 rm)
Five or more rooms – $300

Furnished
(Relocatee does not own furniture)

$20 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE

(Based upon total floor area)

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more

immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of

Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by th. right of way agent assigned to acquire the property.

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or			
				Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including					
		Plus			
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Plus	
				Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
or		Or			
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$500 maximum	Plus	
Plus					
		Or		Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual		
				Plus	
Or					
Moving costs based upon schedule	$500 maximum			Storage of personal property up to twelve months, when necessary	Actual
Or					
				Or	
Storage of personal property up to twelve months, when necessary	Actual			Payment "in lieu" of all other benefits—requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum

81-734-3772

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program

OREGON
DEPARTMENT
OF
TRANSPORTATION

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility–recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assesments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Milwuakie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

The Agent has authority to attempt to agree as

to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. **Can the Right of Way Agent make a formal offer for the property?**

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. **Is earnest money received if an option is signed?**

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. **What courses does the property owner have if negotiations fail?**

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. **Who prepares the deed and clears the title?**

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. **How does the property owner know the State will fulfill its obligation?**

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. **Can the property owner rent or buy buildings?**

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

APPENDIX E:

CORRESPONDENCE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: January 26, 1979

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 ODOT Building
Salem, OR 97310

Re: SW Murray Boulevard-SW Alice Lane
Washington County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

David G Talbot

David G. Talbot
State Historic Preservation Officer
Historic Preservation Office

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F. BIBLIOGRAPHY AND AGENCIES, ORGANIZATIONS AND PERSONS CONTACTED

BIBLIOGRAPHY AND PERSONS CONTACTED

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AGENCIES, ORGANIZATIONS, AND PERSONS CONTACTED

Federal

U.S. Department of Agriculture, Soil Conservation Service
U.S. Department of the Army, Corps of Engineers
U.S. Department of Transportation, Federal Highway Administration
U.S. Department of Commerce, Bureau of the Census
U.S. Department of Energy

State

Department of Geology and Mineral Industries
Department of Environmental Quality
Land Conservation and Development Commission (LCDC)
State Historic Preservation Office
Employment Division

City of Beaverton

Planning Department
Public Works Department

Other Agencies/Organizations Contacted

Washington County

- Tax Assessor's Office - clerks
- Planning Department
- Department of Public Works

Portland State University, Center for Population Research
Beaverton School District #48
Columbia Region Association of Governments
Portland General Electric Company
Northwest Natural Gas Company
Pacific Northwest Bell Telephone Company

Individuals

Franklyn Boyer, Citicens Advisory Committee
Homer Spencer, Citizen Advisory Committee
Dan Heagerty, Wilsey and Ham
Dick Hutchison, Cogan and Associates

4338 8 27 80 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FHWA-OR-EIS-79-06F

S.W. Murray Boulevard-S.W. Alice Lane
Allen Boulevard
City of Beaverton
Washington County, Oregon

Oregon Project IX-M-9088(1)

ADMINISTRATIVE ACTION

Final
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(c) and
23 U.S.C. 128(a).

7-7-80
Date

E J Hunter
Asst. State Highway Engineer

8-27-80
Date

Roger K. Scott
Federal Highway Administration Official

9538

OREGON TRANSPORTATION COMMISSION

Delegation Hon. Jack R. Nelson, Mayor of Beaverton, and others, requesting assistance in funding of a local project.

Date July 24, 1980

Time 10:00 a.m.

Name	City or Town	Capacity
Hon. Jack R. Nelson (Speaker)	Beaverton	Mayor
Lon Topaz	Beaverton	City of Beaverton

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: July 18, 1980
Date: July 18, 1980

File No: 334-1912

TO: H. S. COULTER
State Highway Engineer

FROM: ROBERT N. BOTHMAN
Administrator

Robert N Bothman

NOTED
H. S. COULTER

SUBJECT: Allen Boulevard Project, City of Beaverton

The city of Beaverton initiated a project to widen Allen Boulevard in 1976 funded by federal-aid urban funds. Federal funding of the project was finally approved in late 1977 when a standard federal-aid urban agreement was approved by the city and the state. The match for the project was shared equally by the city and the state in accordance with our federal-aid-urban agreement with the cities of Oregon.

The project suffered several delays due to the conflicts in developing the project, during which the federal-aid funds for construction were shifted from this to other projects in the region leaving the project with only preliminary engineering funds. The city, subsequently, sought and obtained interstate transfer funds this year.

The city advanced the project on the assumption that the state was providing half the local match, although, now with the shift of federal funds, they find themselves responsible for the entire local match. The project has been developed by the city on the assumption that the state would provide half the match as initially agreed upon when the federal funding was provided from federal-aid-urban funds.

I have discussed the following proposal to resolve this conflict with Lon Topaz, city of Beaverton, and recommend your approval. The proposal would be for the city of Beaverton to transfer $300,000 of interstate-transfer funds from their Farmington Road Project to the state Tualatin Valley Highway/217 Highway Project funded with 100 per cent state funds. With the relief of this $300,000 obligation, the state would provide 9 per cent of the match for the Allen Boulevard project which, escalated to the scheduled construction, is $300,000.

The city urban renewal funds would be used on the Farmington Road project which cannot be used for the Allen Boulevard project.

The urban renewal funds would be used for the Farmington Road project, relieving the federal funds on Farmington to be used for the Tualatin Valley Highway project, relieving the state funds on the Tualatin Valley Highway to be used on Allen Boulevard.

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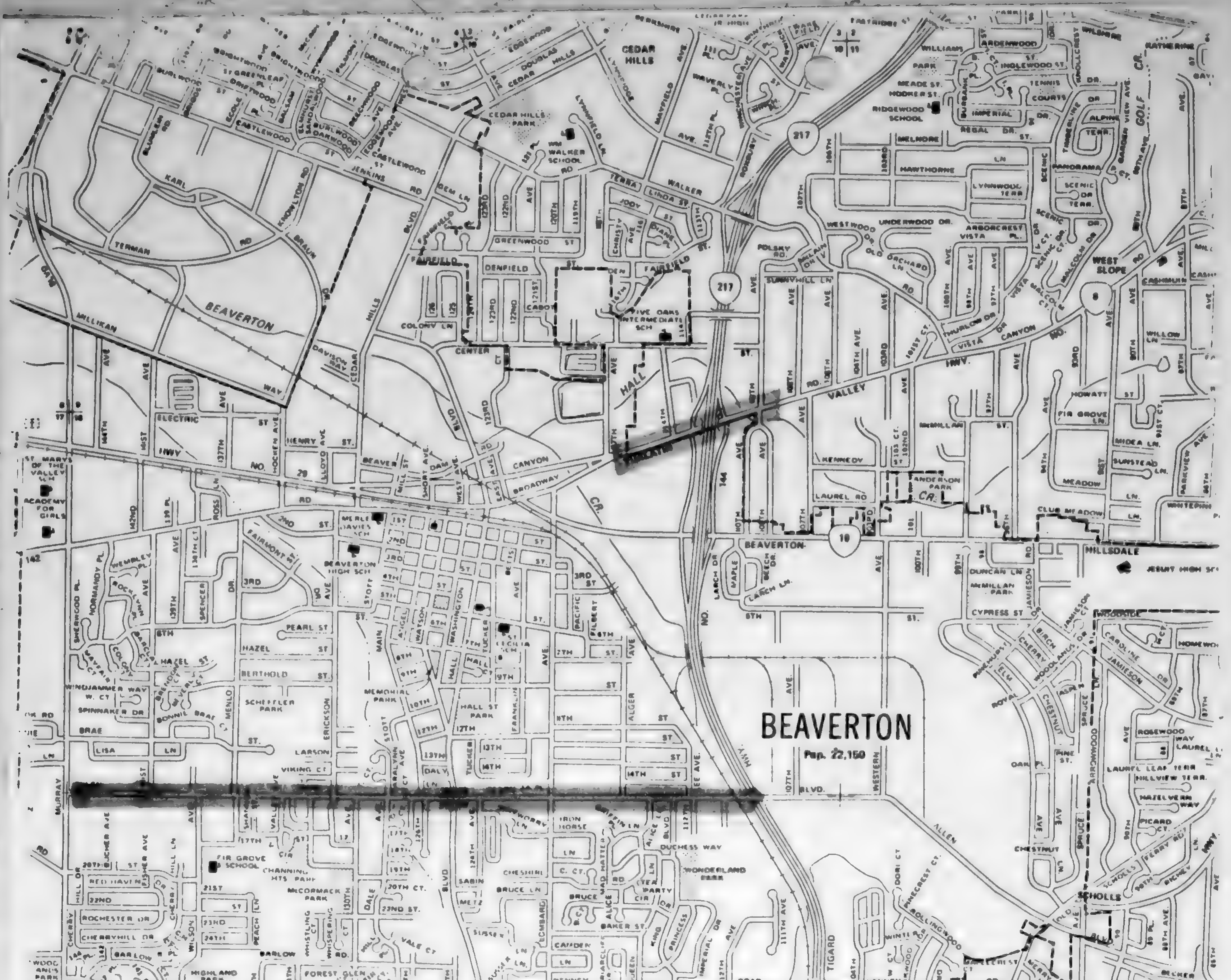
BEAVERTON
Pop. 22,150
CEDAR HILLS
CEDAR HILLS PARK
WM WALKER SCHOOL
RIDGEWOOD SCHOOL
FIVE OAKS INTERMEDIATE SCH
WEST SLOPE
ST MARYS OF THE VALLEY ACADEMY FOR GIRLS
MERLE DAVIES SCH
BEAVERTON HIGH SCH
ST. CECILIA SCH
MEMORIAL PARK
HALL ST PARK
SCHEFFLER PARK
ANDERSON PARK
JESUIT HIGH SCH
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McCORMACK PARK
WONDERLAND PARK
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CANYON
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CANYON RD.
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BEAVERTON-HILLSDALE HWY.
FANNO
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MURRAY
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HART RD
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JENKINS RD
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KNOWLTON RD
DAVISON
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BRADLEY COR
OLESON
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NO. 141
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CORAL
WASHINGTON
GARDEN
CAMILLE
MARJORIE
CRESTWOOD
HOMESTEAD LN
HANSON
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DENNEY
CYNTHIA PL
MARILYN PL
CLIFFORD ST
BLAKENEY
BELMONT
CINDY ST
BELAIRE
CIRRUS DR
GREENWAY
BAKER ST
PRINCESS
QUEEN
KING
DUCHESS WAY
IRON HORSE
CHESHIRE
HENRY ST.
LLOYD AVE
ELECTRIC
WESTWOOD DR
UNDERWOOD DR.
ARBORCREST
VISTA
CANYON DR
MELROSE
HAWTHORNE
LYNNWOOD TERR
IMPERIAL
INGLEWOOD ST
ARDENWOOD
WILLIAMS
DOUGLAS
CASTLEWOOD
GREENWOOD ST
DENFIELD
COLONY LN
CENTER ST
CABOT
POLSKY RD
KENNEDY
LAUREL RD
McMILLAN
HOWATT
FIR GROVE LN
MEADOW
CLUB MEADOW
DUNCAN LN
McMILLAN PARK
CYPRESS ST
JAMIESON
CAROLINE
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HILLVIEW TERR
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CHESTNUT
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ROLLINGWOOD
HEATHER LN
MOSS ST
BRIER LN
RAMBLER LN
BOHMANN
WEMBLEY
NORMANDY PL
SHERWOOD PL
PEARL ST
HAZEL
BERTHOLD
WINDJAMMER WAY
SPINNAKER DR
BRAE
LISA
LARSON
VIKING CT
20TH
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22ND
ROCHESTER DR
CHERRYHILL DR
WILSON
PEACH
FOREST GLEN
TALIESIN PARK
HEATHER CT
TRILLIUM CT
OLYMPIC PARK
MURPHY LN
BEAVERCREST CT
TUCKERWOOD CT
WAGONWHEEL CT
REID CT
PEARSON CT
TRAIL CT
REBECCA
FIRWOOD
PARK VIEW

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9538 7-2-80

LETTER OF APPROVAL [illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-M-9088(1)

STA[illegible] PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-55

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL-7'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6-25-80

FEDERAL ROUTE NUMBER
FAU 9088

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
Murray Blvd. - Alice Lane (Beaverton) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-14-80 I approve the program change as follows:

1) Project Number: Change to IX-M-9088(1)
2) Appropriation Code: Add "823"
3) Class of Federal Funds: Change to read "and Interstate Substitution General Funds".

Also, as requested, I approve the revised Preliminary Engineering costs to a TEC of $286,800 - FF $245,574. (Increase TEC $62,460 - FF $53,091 Appn Code 823) Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE
7-2-80

SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-031-095

9538

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-25-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M [illegible]088(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-55

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7-7

RECEIVED
STATE HWY ENGR
JUL-7'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	6-25-80
FEDERAL ROUTE NUMBER	FAU 9088
STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

Murray Blvd. - Alice Lane (Beaverton) Section

GENERAL DESCRIPTION OF WORK:

PS&E preparation and Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-14-80 you are now authorized to proceed with PS&E preparation. Also, as requested, I approve the revised Preliminary Engineering costs to a TEC of $224,340 - FF $192,483.

(Increase TEC $25,840 - FF $23,578)

DATE 6-25-80

SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-855

9538

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VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

April 15, 1980

Oregon Department of Transportation
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, OR 97310

Final date for Submission of Written
Comments: May 5, 1980

Re: Allen Boulevard--Alice Lane to
Murray Boulevard
AQ Highway File No. 34-7935
Proposed Indirect Source Permit

Gentlemen:

Your application for construction of an Indirect Source has been reviewed by the Department of Environmental Quality. The proposed Indirect Source Construction Permit for this facility is attached. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above. If the proposed permit is satisfactory, no response is necessary.

Any comment received from the public notice procedure will be available for your examination at the close of the 20-day notice period.

All comments received from you, the public and governmental agencies will be considered by the Department.

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Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH:n
AN8080
Attachments
cc: Washington County Planning Agency
Bob Keech, City of Beaverton
Bob Heard, ODOT
Franklin Boyer
Northwest Regional Office

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ENVIRONMENTAL SECTION
APR 23 1980

Referred to
Manager
Proj. Coord.
Res. Coord.
Eng. Coord.
Adm. Asst.
Sec.
File

[illegible] will be [illegible].

DEQ-1

Permit Number: 34-7935
NCIS No.: 34-7935
Issuance Date:
Page 1 of 3

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Allen Boulevard—Alice Lane to Murray Boulevard

ISSUED TO: (will be changed to Washington County)

Oregon Department of Transportation--Highway Division

PROPOSED

SOURCE SITE:

Allen Boulevard

COUNTY:

Washington

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young, Director Date

Permitted Activities

Until such time as this permit is modified or revoked, Oregon Department of Transportation--Highway Division is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

PROPOSED

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Allen Boulevard between Alice Lane and Murray Boulevard

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS34-7935 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

   b. Violation of any of the requirements, limitations, or conditions contained herein.

   c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

PROPOSED

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

9538

Beaverton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 20, 1980

Salem, OR 97310

FILE:

FROM: Tony
Anthony J. George, Eng. Coordinator
Environmental Section

SUBJECT: FEIS Noise Study Report
SW Murray Boulevard-SW Alice Lane
Allen Boulevard
Washington County

TO: E.S. Hunter
Assistant State Highway Engineer
J.H. Versteeg
Engineering
Gary A. Potter
Environmental Section

Attached is the completed noise study report for the subject project. It represents almost a complete rewrite of the Consultants original report, since we found the Consultant erroneously applied a near field correction factor to his noise predictions--greatly over estimating the noise impact. Also, the Consultant proposed numerous barriers in the DEIS, all of which had to be screened and the feasibile ones evaluated for practicality.

The discussion of mitigation measures begins on Page 19. The physical characteristics of the few barriers we did evaluate are shown in Table 12, Page 24. A summary of recommended mitigation is contained on Page 33 ~~34~~ at the end of the report. I concur with the recommendations. However, you should be aware of the intense public interest in this project and in the noise impacts in particular. A prominent Portland acoustical consultant lives in the area. Our recommendations, while appropriate, given all of the constraints inherient to the selected alternative, will do little to diffuse the local opposition to the project. We may well be arguing the merits of our recommendations for some time to come.

I request your approval.

AJG:ct

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Beaverton

ROAD DESIGN SECTION 378-6558

Tony George, Engineering Coord.
Environmental Section

March 11, 1980

Adrian Olson
Preliminary Design Engineer

A Olson

FEIS Noise Study Report
S.W. Murray-S.W. Alice Section
Allen Boulevard
City of Beaverton
Washington County

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2 Christensen
Olson
3 Sullivan JWS
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Three types of sound walls were considered for this project: concrete block, wood, and brick.

Timber walls have a lower initial construction cost; however a timber wall is a high maintenance wall with a maximum expected life of twenty years. Concrete walls have a useful life of fifty years plus. This should be considered in any comparison between timber and other type walls. Timber walls with vertical lines cost approximately $10 per lineal foot more to construct than timber walls with horizontal lines.

The Bridge Section is in the process of estimating the cost of constructing brick walls. This information will be forwarded when available. It is anticipated that this will be more expensive than concrete block.

The proposed right-of-way line would appear to be the only practical location for installation of the walls.

Safety considerations indicate that all of the proposed barriers will either have to be removed or shortened in order to achieve the proper sight distance for safe access to Allen Boulevard from the side streets, parking lots and driveways. This is based on Section 2.3.2 of FHWA-RD-76-58, Noise Barrier Design Handbook. A speed of 30 mph was assumed for Allen Boulevard.

The amount of mitigation that can be obtained due to the reduced lengths will need to be re-evaluated. In most cases there would appear to be little value in the revised wall.

Barrier A-1 would need to be eliminated completely.

Barrier A-2 would need to be shortened approximately 70 feet at the west end and 60 feet at the east end. This would reduce the length of the proposed barrier from 180 to 50 feet. This revised 50-foot long wall would cost approximately $8,000 for a nine-foot high concrete block wall, averaging $153 per lineal foot, or $4,000 for a timber wall, averaging $80 per lineal foot.

Barriers B-1 and B-2 would need to be eliminated completely.

Barrier C-1 would need to be shortened approximately 30 feet at the west end and 80 feet on the east end. This would reduce the length of the proposed barrier from 250 to 140 feet. This revised 140-foot long barrier would cost approximately $22,000 for a nine-foot high concrete block wall, averaging $153 per lineal foot.

Barrier C-2 would need to be shortened approximately 30 feet at the west end and 40 feet at the east end. This would reduce the length of the proposed barrier from 235 to 165 feet. This revised 165-foot long barrier would cost approximately $25,000 for a nine-foot high concrete block wall, averaging $153 per lineal foot.

Barrier D would need to be shortened approximately 80 feet at the west end and 40 feet at the east end. This would reduce the length of the proposed barrier from 235 to 115 feet. This revised 115-foot long barrier would cost approximately $16,000 for an eight-foot high concrete block wall, averaging $135 per lineal foot, or $9,000 for a timber wall with vertical lines, averaging $80 per lineal foot.

Barrier E-1 would need to be shortened approximately 40 feet at the west end and 80 feet at the east end. This would reduce the length of the proposed barrier from 170 to 50 feet. This revised 50-foot long barrier would cost approximately $7,000 for an eight-foot high concrete block wall, averaging $135 per lineal foot.

Barrier E-2 would need to be shortened approximately 30 feet at the west end and 80 feet at the east end. This would reduce the length of the proposed barrier from 270 to 160 feet. This revised 160-foot long barrier would cost approximately $26,000 for a 9-to-10-foot high concrete block wall, averaging $162 per lineal foot.

Landscaping around the ends of the barriers would not appear to be practical due to the limited right-of-way.

The estimated cost to seal the windows of the front portion of the Kiddie Korral Kinder College and provide simple ventilation is $2,500.

The estimated cost to seal the windows of the front portion of the west wing of the Allen Avenue Baptist Church and provide simple ventilation is $5,000.

This would be a Type 1-B project.

RM:cj

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS -
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9513 #3 (1982) ENDS WITH 9538 #2 (1982)

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	235	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 16th DAY OF December 1992 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR